

PM5 – Public Meeting in Mapleville, Rhode Island

1

1 FEDERAL ENERGY REGULATORY COMMISSION

2 WASHINGTON, D.C. 20426

3

4 PUBLIC COMMENTS MEETING

5

6

7 ATTENDANTS:

8 Magdalene Suter

9 Jennifer Lee

10 -----

11 RE: PUBLIC COMMENTS

12

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14

15 CRYSTAL LAKE GOLD CLUB

16 100 Bronco Highway

17 Mapleville, Rhode Island 02839

18 September 16, 2014

19 6:40 p.m. to 8:42 p.m.

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22

23

24 Pauline L. Bailey

25 Professional Court Reporter

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2

1 P R O C E E D I N G S

2
3 MS. SUTER: All right. Good
4 evening. On behalf of the Federal Energy
5 Regulatory Commission or FERC, I want to
6 welcome you all here this evening for the
7 public comment meeting on the draft
8 environmental impact statement or draft EIS
9 for the Algonquin Incremental Market
10 project or AIM project.

11 Let the record show that the DEIS
12 comment meeting began at 6:40 p.m. on
13 September 16, 2014 in Mapleville, Rhode
14 Island.

15 My name is Maggie Suter, and I am
16 the environmental project manager with the
17 Office of Energy Projects with the division
18 -- within a division of FERC.

19 At the front table here with me is
20 Jennifer Lee, which -- who is with an
21 environmental consulting firm helping us
22 prepare the environmental impact statement.

23 Also here this -- this evening, who
24 is at the back of the room wearing any one
25 of these badges and who can help you, are

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3

1 Eric Howard and Kevin Bowman, who are also
2 with FERC; and there's also Stu Buchanan
3 who is with our environmental consulting
4 firm.

5 The U.S. Army Corp of Engineers,
6 Environmental Protection Agency and the
7 U.S. Department of Transportation's
8 Pipeline and Hazardous Materials Safety
9 Administration are participating as
10 cooperating agencies in the preparation of
11 the environmental impact statement.

12 I'd like to thank those cooperating
13 agencies for their continued assistance
14 with the environmental impact statement
15 review process.

16 For those of you who have not been
17 to any of our previous meetings or know
18 much about FERC, I'm going to give you a
19 brief overview.

20 FERC is an independent regulatory
21 agency that regulates the interstate -- the
22 rates for the interstate transmission of
23 electricity, natural gas and oil and the
24 siting of interstate natural gas and
25 hydroelectric facilities. FERC has up to

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4

1 five commissioners who are appointed by
2 President with the advice and consent of
3 the Senate.

4 FERC is the lead federal agency
5 responsible for the National Environmental
6 Policy Act or NEPA review of the AIM
7 project and the lead agency for the
8 preparation of the draft EIS. NEPA
9 requires FERC to analyze the environmental
10 impacts, consider alternatives and
11 appropriate mitigation measures on proposed
12 projects.

13 In February 2014, Algonquin Gas
14 Transmission filed an application under
15 Section 7 of the Natural Gas Act. This
16 project would primarily consist of the
17 replacement of 26.3 miles of existing
18 pipeline with new larger diameter pipeline
19 in the same location, the installation of
20 11.3 miles of new pipeline, the addition of
21 compression at six existing compressor
22 stations and the abandonment of compression
23 at one of these compressor stations. And
24 all of this is spread out throughout New
25 York, Connecticut, Rhode Island and

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5

1 Massachusetts.

2 Specifically in Rhode Island

3 Algonquin proposes to add compression at

4 its existing Burrillville compressor

5 station.

6 The primary purpose of this meeting

7 tonight is to give you the opportunity to

8 provide specific environmental comments on

9 the draft EIS prepared by FERC staff on the

10 project.

11 It will help us most if your

12 comments are as specific as possible

13 regarding the proposed project and the

14 draft EIS.

15 I would again like to clarify that

16 this project is being proposed by

17 Algonquin. It is not a project proposed by

18 FERC, rather that FERC is the agency

19 responsible for evaluating applications to

20 construct and operate interstate natural

21 gas pipeline facilities. The FERC

22 therefore is not an advocate for the

23 project. Instead, as mentioned throughout

24 this process, the FERC is an advocate for

25 the environmental review process.

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1 During our review of the project we
2 assembled information from a variety of
3 sources, including Algonquin; you, the
4 public; other federal, state and local
5 agencies; and our own independent analysis
6 and fieldwork. We analyzed this
7 information and prepared a draft EIS that
8 was distributed to the public for comment.

9 A notice of availability on the
10 draft EIS was issued for this project on
11 August 6, 2014. We are hearing the end of
12 the comment period of the draft EIS. The
13 comment period ends on Monday, September
14 29, 2014. All comments received, whether
15 written or spoken will be addressed in the
16 final EIS, and are given equal
17 consideration.

18 I encourage you, if you plan to
19 submit comments and have not yet, please do
20 so here tonight -- today, either verbally
21 during the comment portion of our meeting
22 or in writing using one of the forms at the
23 back of the room. You may also submit
24 comments using the procedures outlined in
25 the notice of availability, which includes

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7

1 instructions on how to submit your comments
2 electronically.

3 If you received a copy of the draft
4 EIS, whether CD or in paper, you will
5 automatically receive a copy of the final
6 EIS. If you did not get a copy of the
7 draft, then you are not currently on our
8 mailing list. I apologize, our mailing
9 list is extremely large and undergoing
10 constant revision.

11 If you would like to get a copy of
12 the final EIS, please sign in at the
13 attendance table at the back of the room
14 and that will ensure that you receive a
15 copy of the final EIS.

16 I will note, it is FERC'S default to
17 give you a CD copy of the EIS. Therefore,
18 if you want a paper copy you must indicate
19 that to us.

20 I would like to remind everyone here
21 this evening that neither the draft or
22 final EIS are decision-making documents.
23 In other words, once they are issued this
24 does not determine whether or not the
25 project is approved. I also want to

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8

1 differentiate the roles between two
2 distinct FERC groups, the Commission and
3 the environmental staff.

4 The FERC staff present tonight are
5 part of the FERC environmental staff, and
6 we will oversee the preparation of the
7 final EIS for this project, which is the
8 next step in the environmental review. We
9 do not determine whether or not to approve
10 this project. After the final EIS is
11 issued, the FERC commissioners will make a
12 determination on whether to issue a
13 certificate of public convenience and
14 necessity to Algonquin.

15 The Commission will determine --
16 will consider the environmental information
17 from the EIS, public comments, as well as a
18 host of non-environmental information such
19 as engineering, markets and rates in making
20 its decision whether to approve or deny the
21 Applicant's request for a certificate.

22 There is no -- there is no review of
23 FERC's decision by the President or
24 Congress thus maintaining FERC's role as an
25 independent regulatory agency in providing

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9

1 for fair and unbiased decisions.

2 Only after taking the environmental
3 and non-environmental factors into
4 consideration will the Commission make its
5 final decision whether or not to approve
6 the project. If the Commission votes to
7 approve the project and a certificate of
8 public convenience and necessity is issued,
9 Algonquin will still be required to meet
10 certain conditions outlined in that
11 certificate before it could begin
12 construction.

13 If approved, FERC environmental
14 staff would monitor the project through
15 construction and restoration, performing
16 inspections to document environmental
17 compliance with Algonquin's proposed plans
18 and mitigation, and the additional
19 conditions outlined in the FERC
20 certificate.

21 Now we are going to move on to the
22 part of the meeting where we will hear
23 comments from the audience. If you would
24 rather not speak tonight or don't get to
25 say everything you wanted, you may hand in

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10

1 written comments tonight using the comment
2 form found at the back of the room. Or you
3 may send them into the Secretary of the
4 Commission following the procedures
5 outlined in the notice of availability of
6 the DEIS. Either way, your comments will
7 be considered with equal weight.

8 If you haven't noticed, this comment
9 is being recorded by a court reporter. So,
10 all of your comments will be transcribed
11 and put into the public record. We will
12 have a few ground rules this evening. All
13 speakers must come up to the podium and
14 speak into the microphone. You cannot yell
15 out a question or comment from the audience
16 as this cannot be accurately captured by
17 the court reporter to be put into the
18 public record.

19 To help keep this evening flowing,
20 those of you who wish to speak received a
21 numbered ticket. Speakers will go in their
22 numbered order. It will help us most to
23 help keep things running on time and get
24 all of you out here as early as possible if
25 we can keep three or four people on deck

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11

1 prepared to speak. In other -- in other
2 words, you're at the deli counter, so when
3 you're ready for your number and you know
4 number one or two is up, you're on deck.
5 Be prepared.

6 We are allowing one ticket per
7 person and you may not allot your time to
8 another speaker. Because you have a
9 numbered ticket, I ask that each speaker
10 first identify yourself and please spell
11 your name for the court reporter. Due to
12 the length of our speakers list, we will
13 ask that you limit your comments to four
14 minutes.

15 I have a wonderful lighted timer up
16 here, and that is going to help you with
17 that. You're going to notice you're going
18 to have about three minutes and twenty
19 seconds in the green section; then there's
20 going to be about thirty seconds in the
21 yellow. That's your notification to start
22 wrapping up your comments, gathering up
23 your final thoughts. And then it's going
24 to give you about ten seconds in the red,
25 and that is literally make your last

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12

1 sentence kind of a thing.

2 Some of you probably have prepared
3 comments and things like that, and you're
4 not going to notice the different color
5 changes. And that's okay because when the
6 red finishes a buzzer is going to sound at
7 the end, and that's your real notification
8 that your time is up. If it gets that far.

9 Most importantly though, for those
10 of you in the audience, if the buzzer goes
11 off and their time is up, I'm the official
12 timekeeper and I will stop a speaker if it
13 comes to that and we need to stop a
14 speaker. So, please don't interrupt a
15 speaker.

16 Knowing that we have a limited
17 amount of time for speakers, whether you
18 support their comments or disagree with
19 their comments, please do not interrupt a
20 speaker during their time. They feel their
21 time is valuable and they want to get
22 across all of their comments, so please
23 wait 'til the speaker's time is done.
24 Whether you agree or disagree and want to
25 applaud them or disagree with them, wait

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13

1 'til their time is done.

2 Most importantly, please respect
3 every speaker, the time limit, and we will
4 be able to make sure that everyone has a
5 wonderful time here this evening and that
6 we get out on time. If you're not
7 respecting everyone's time and the speakers
8 here, we will need to conclude the meeting
9 early. So, let's keep it civil and have a
10 good time.

11 So, with that we're going to call
12 our first speaker.

13 MS. LEE: Here we go, I guess.
14 Again, as Maggie mentioned, there are
15 numbers on each of your tickets. Please
16 take a look and we will start with number
17 one.

18 MR. NIGHTINGALE: Did you way you
19 want my ticket? I'm number one. I'm Peter
20 Nightingale. I'm with Fossil Free Rhode
21 Island. I am also --

22 MS. LEE: Excuse me, sir. Can I
23 please have you spell your name for the
24 record.

25 MR. NIGHTINGALE: Yes.

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14

1 MS. LEE: Thank you.

2 MR. NIGHTINGALE: That's Peter, P-E-
3 T-E-R, N-I-G-H-T-I-N-G-A-L-E. I'm with
4 Fossil Free Rhode Island. I'm with Occupy
5 Providence, and I am with the American
6 Friend Service Committee and I don't speak
7 for them, but many of my friends agree with
8 me.

PM5-1 9 The proposed pipeline expansion will
10 bring more fracked natural gas to Rhode
11 Island and this is a terrible idea. We
12 should be growing sustainable distributed
13 systems of power generation.

14 Indeed as Larry Wilkerson, Colin
15 Powell's former chief of staff formulated
16 it, our policy is let us just be -- keep
17 being predators and watch the planet cast
18 us off, because the planet is going to cast
19 us off or at least a sizable fraction of
20 us.

21 Rhode Island will import more
22 natural gas and it will export death and
23 destruction to the people near to the
24 drilling sites, and it will contribute to
25 global warming.

PM5-1 Your opposition to the Project and concern regarding the impacts of hydraulic fracturing are noted. See also the response to comment IND243-3.

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		15
	1	Most of the wells now are in --
	2	located in Pennsylvania. But extreme
	3	extraction wells are short-lived and
	4	they're spreading like wildfire through the
	5	U.S.
PM5-2	6	Maps of the Rhode Island Department
	7	of Health shows that there are lots of
	8	health claims around the pump station here,
	9	the compressor station. Is the compressor
	10	station causing that? We don't know. It's
	11	not clear. But ignorance is not a solid
	12	basis for planned expansion.
	13	Our governors and congressional
	14	delegations are unwavering in their support
	15	of the one percent. They have lined up
	16	behind the supposedly green bridge to help.
	17	They have also tried to make vital
PM5-3	18	decisions behind closed doors. They claim
	19	that the pipeline expansion will lower the
	20	price of fuel, but the gas may end up being
	21	exported to the world markets where the
	22	price is much higher in the U.S.
	23	We have to stop this crime against
	24	the people and against life on earth. The
	25	first victims are always vulnerable

PM5-2 See the response to comment SA4-9.

PM5-3 See the response to comment CO15-4.

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	16
	1 communities, be it in West Virginia or be
	2 it in Pennsylvania.
PM5-4	3 So, please join us in this lament.
	4 (Singing:) In the cabins, in the
	5 canyons, folks are sick in heart and soul,
	6 they have asthma, say have cancer and their
	7 wind blows black as coal. Oh, my homeland,
	8 oh, my homeland, oh, my Blue Ridge Mountain
	9 home, once I was a simple miner, now the
	10 mountain tops are gone. With the treasures
	11 in the valleys, we should all be
	12 millionaires, corporations took our
	13 profits, left the landscape scarred and
	14 bare. Oh, my homeland, oh, my homeland,
	15 oh, my Blue Ridge Mountain home, you are
	16 lost and gone forever and the mountain tops
	17 are blown. Right off!
	18 This was a contribution of the
	19 Raging Grannies of the greater area of
	20 Westerly. Thank you.
	21 MS. LEE: Okay. Then I call up
	22 speaker number two, please.
	23 MS. CREAMER: I'm sorry. I'm
	24 Janice, J-A-N-I-C-E, Creamer, C-R-E-A-M-E-
	25 R.

PM5-4

Comment noted.

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17

1 And I -- I obviously belong to the
2 Raging Grannies of Westerly along with
3 Peter and quite a few other people. And
4 I'm also -- I also belong to Fossil Free
5 Rhode Island, you know, the green task
6 force at my church, UUCUSC. And, you know,
7 very involved with -- with climate change
8 issues and having to do with fracking, and
9 all kinds of other issues concerning that
10 climate change.

PM5-5 | 11 But I -- what I wanted to say was I
12 just want to say one -- a few things, just
13 a few things. I just wanted to say that
14 besides, you know, the health effects as
15 Peter mentioned from the -- from the
16 compressor station and the pipeline itself,
PM5-6 | 17 links to the pipeline itself that could
18 poison the water and the land and the, you
19 know, people and animals, and, you know,
20 that we also have to think about our moral
21 responsibility to other people and -- who
22 are getting -- who are -- who are giving us
23 the fracked gas in the first place.

24 You know, and where it starts from,
25 this is an interdependent world that we

PM5-5 Air quality impacts from the Project are discussed in section 4.11 of the EIS.

PM5-6 Impacts on the various resources identified are discussed throughout the EIS.

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	18
	1 live in, so and people who have had their
	2 -- people who have their land taken by
	3 innocently signing nondisclosure agreements
	4 which makes it so they can't tell the world
	5 how their land and their water was
	6 poisoned, and their animals, and their
	7 lives basically ruined, and indigenous
	8 peoples, and you know, how their land was
	9 just ruined, their lives taken away, man
	10 camps, all kinds of things, you know, this
	11 -- it has -- everything is related. So,
PM5-7	12 when we -- when we take -- have a pipeline
	13 that's bringing that type of fracked gas
	14 and also -- also land by eminent domain, I
	15 should say also, that, you know, we have a
	16 moral responsibility to stop that from
	17 happening.
PM5-8	18 And we have enough gas here already
	19 to get us through the winter, which is I
	20 know a big concern of people. And I think
	21 instead of that we should -- we absolutely
	22 could use the billion dollars that would be
	23 spent, you know, to have renewable
	24 infrastructure, so -- rather than the gas
	25 line, the pipeline. It's very dangerous

PM5-7 See the response to comment FA4-24 regarding fracking. Section 4.8.2 of the EIS discusses land ownership and easement requirements.

PM5-8 The commentor's assertion that gas supplies are adequate for the coming winter season is noted. Also, the commentor suggests that if the AIM Project is not built, the money not spent could or would be diverted to renewable infrastructure projects; we have examined the No Action Alternative (section 3.1 of the EIS) as well as renewable energy alternatives (section 3.2.2 of the EIS) and such an outcome seems improbable.

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19

1 and I just feel like it's -- it's very bad
2 and we need to not do it.

3 Anyway, thank you.

4 MS. LEE: Thank you. So, speaker
5 number three, and then I encourage four and
6 five to get ready to go as well.

7 MR. TADDEO: My name is Gael Taddeo.
8 G-A-E-L, T-A-D-D-E-O.

9 I live in the village of Chepachet,
10 which is maybe a mile, mile and a quarter
11 down the road heading south. And I want to
12 thank you for coming up to northwestern
13 Rhode Island. The last time I gave
14 testimony this agency was known as the
15 Atomic Energy Commission. That was back in
16 1977. And I'm glad you saved me a trip to
17 Washington.

PM5-9

18 I'm opposed to this project also.
19 Now, the way I see it is those folks out in
20 Pennsylvania in the Appalachian Mountains,
21 we've seen the documentaries on television
22 and on the internet where they lease out
23 their land, then they get sick. Their
24 animals are dying.
25 And there was one clip that was very

PM5-9

Comment noted.

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20

1 memorable. It was a hillside, no trees on
2 it with a gaping hole in the side of the
3 hill with this red liquid pouring out of a
4 green hill. And I believe this goes back
5 to former Vice President Dick Cheney's
6 meeting with the executives of the energy
7 corporations in this country in January of
8 2001 when no environmentalists were
9 allowed, no reporters were allowed, no
10 minutes of the meeting were available, and
11 Lord only knows what kind of chemicals are
12 going into the ground to get this stuff
13 out. Apparently it's all proprietary. We
14 can't know. They did this to get around
15 the Environmental Protection Agency and the
16 regulations.

17 The way I see it our brothers and
18 sisters out in Pennsylvania, West Virginia,
19 that area, they're Americans just like we
20 are. They should not be collateral damage
21 for the corporate bottom line. We're all
22 Americans.

PM5-10 | 23 And as far as -- I understand we
24 have an abundance of natural gas here, and
25 looking at the international scene, the way

PM5-10 See the response to comment CO15-4.

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	21	
PM5-10 (cont'd)	1	I see it is these people that want this
	2	project will be exporting this gas to
	3	Europe, because Europe gets a huge portion
	4	of their gas from Russia. The situation
	5	over there right now as you well now
	6	between Russia, Ukraine, Europe is very
	7	dicey. That is their problem.
	8	When they construct this billion-
	9	dollar pipeline, the ratepayers in this
	10	country are going to be paying more to fund
	11	that pipeline. And then with the laws of
	12	supply and demand, if there's a huge demand
	13	for American gas over in Europe the price
	14	for Americans will go up. That's what I
	15	believe.
	16	And last note, the late great
	17	president of Venezuela, Hugo Chavez, he
	18	nailed it. He said every continent should
	19	be responsible for its own energy
	20	requirements.
PM5-11	21	So, put me on the record as opposing
	22	this project. I thank you for your time.
	23	MS. LEE: Speaker number four.
	24	MR. GERRITT: My name is Greg, G-R-
	25	E-G, G-E-R-R-I-T-T. Among my many hats is

PM5-11 Comment noted.

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22

1 I run the compost initiative in Rhode
2 Island. So, I have some familiarity with
3 Methane.

PMS-12

4 And we know that Methane is an
5 extremely potent greenhouse gas, more than
6 twenty times over an extended period more
7 than twenty times as potent as Carbon
8 Dioxide.

9 And if we look at climate change, we
10 realize this is the existential crisis of
11 our time, that we actually could seriously
12 damage life on earth. We are going through
13 the sixth major extinction on the planet.
14 Some of which probably preceded the -- the
15 production of gas.

16 But, I mean, we know that natural
17 gas is formed by dead things in the ocean
18 falling to the bottom and getting covered
19 by sand. And they keep doing it, but to
20 use it at the rate that we are using it
21 clearly affects the carbon balance of the
22 earth.

23 You know, we've gone from 280 parts
24 per million to 400 parts per million. I
25 mean, that kind of increase when the simple

PM5-12

See the responses to comments CO7-3 and CO12-13.

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23

PMS-12
(cont'd)

1 physics of what happens when you put Carbon
2 Dioxide molecules in the atmosphere and
3 they block the radiations from going back
4 out into space after they bounced off the
5 earth, we have to do something. The
6 federal government has repeatedly said, you
7 know, climate change is a big deal. The
8 IPCC, every single climate scientist on
9 earth says we are in serious trouble if we
10 continue business as usual.

11 What we have found is that if we
12 continue to use fossil fuels at the rates
13 that we seem to be using them, we will
14 probably put in over the next hundred years
15 put five times as much fossil fuel carbon
16 into the atmosphere as the IPCC says that
17 we'll be able to stand and have a livable
18 planet.

19 So, that is the basic fundamental
20 structure of this discussion is how do we
21 stop the United States from pursuing Dick
22 Cheney's fantasy of more and more gas to
23 make his friends richer as we look at the
24 climate.

25 You know, clearly we cannot afford

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24	
PMS-13	<p>1 to keep this gas coming out. When you put 2 in whole -- when you do fracked gas, you 3 get leaks. And if you're leaking two 4 percent of the Methane, two percent of the 5 natural gas, then what you are finding is 6 that it is as actually dirtier than coal, 7 so if we are going to do restraint on coal, 8 and this is actually just as bad. It's like 9 it makes no sense for us to continue to 10 find new ways to drill it, to find new ways 11 to put poisons in the earth, to find new 12 ways to poison people's water supply.</p>
PMS-14	<p>13 And then we have that amazing thing 14 of all the new earthquakes from fracking. 15 I mean, if we really want earthquakes, I 16 guess this is a great way to get them. You 17 know, places like Oklahoma that never have 18 had earthquakes, they're not on earthquake 19 faults. They're getting 5.4 Richter Scale 20 earthquakes. I mean, this is what we are 21 being asked to support. So, we don't -- it 22 doesn't seem to make any sense for us. 23 Environment Northeast did a report that was 24 officially submitted to the same governors' 25 group that wants to support this thing and</p>

PM5-13 See the responses to comments FA4-24 and IND243-3.

PM5-14 Comment noted. See the responses to comments FA4-24, IND71-2, and IND243-3.

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	25
PM5-15	1 they said New England could meet all of its 2 energy needs without any expansion of 3 pipelines. I think that is the absolutely 4 critical factor. We could do all the 5 things that help us stop climate change and 6 then -- and -- and -- and still maintain 7 all of our energy. 8 The people of Pennsylvania, the 9 people of New York -- the people of New 10 York are massively voting not to frack. 11 It's time to do that. Thank you. 12 MR. AFFIGNE: Hello, my name is Tony 13 Affigne, A-F-F-I-G-N-E. I am a professor 14 of political science at Providence College. 15 I'm a member of the State of Rhode Island 16 Coastal Resources Management Council. I am 17 the state committee chair for the Green 18 Party of Rhode Island, and I am a proud 19 former member of Laborers International 20 Union Local 271. And I know I have some of 21 my brothers back here in the back of the 22 room. 23 I'm here to thank you for the 24 project environmental impact statement, I 25 -- I read it. Thank you for mailing it to

PM5-15

Comment noted. The cited Environment Northeast report's assertion that New England's energy needs can be met without additional pipeline capacity is contradicted by the numerous New England shippers that have executed precedent agreements for capacity on the expanded Algonquin system.

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26

1 me. I can see a great deal of work went
2 into it.

3 But I'm also here to observe that in
4 my view the EIS is incomplete and fails to
5 address a number of crucial issues.

PM5-16

6 Firstly, I found incomplete air-
7 quality -- discussion of air-quality
8 impacts in these areas. Particulate
9 emissions from the compressor station here
10 in Burrillville during startup, shutdown
11 and routine maintenance were inadequately
12 analyzed in the EIS. So, that the three
13 moments in a compressor station's life when
14 the largest volume of toxic and
15 carcinogenic particulates are lofted into
16 the local atmosphere are simply not part of
17 the analysis. So, those particulate
18 emissions throughout the life of the
19 compressor station not simply during normal
20 operations should be considered.

21 Secondly, there are persistent
22 emissions of Methane from high-pressure
23 pipelines and fittings. The whole purpose
24 of this project is to significantly ramp up
25 the pressure with which the gas travels

PM5-16

See the responses to comments SA4-1 and SA4-9 for additional information regarding compressor station emissions and emission impact analyses. Table 4.11.1-14 of the EIS presents air quality modeling results that demonstrate compliance with the NAAQS including background concentrations. As mentioned in the footnote of table 4.11.1-14, the worst-case modeling scenario is presented, based on modeling completed on the full range of potential operating emissions. See also the response to comment SA4-4.

The existing pipelines that are not proposed to be replaced would not experience an increase in the MAOP.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

27

PMS-16
(cont'd)

1 from Pennsylvania and West Virginia to
2 Massachusetts and beyond. But I found
3 inadequate discussion in the EIS of whether
4 or not the existing old pipeline is able to
5 handle those higher pressures without
6 persistent emissions of Methane at
7 fittings, valves, river crossings, railroad
8 crossings, highway crossings and so on.

9 Thirdly, particulate emissions from
10 the toxic soot which is released during the
11 normal burning of the compressor station
12 now includes chemicals for which we have
13 very little data and for which I found very
14 little data in the EIS, that is the
15 chemicals that are added to the drilling
16 process in the hydraulic fracturing. So,
17 there are a whole raft of new and
18 unexplored chemicals that are now part of
19 the gas which will be burned at the
20 compressor station on its way through
21 Surrillville. Until the components, those
22 chemical components are fully analyzed and
23 made part of the EIS, the EIS fails on that
24 front as well.

25 Secondly, I found inadequate

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

28

PM5-17

1 assessment of potential environmental
2 impacts of accidental explosion and fire.
3 We have a large state forest just a few
4 hundred yards north of the compressor
5 station. We have several rivers, we have a
6 reservoir downstream. We know from recent
7 explosions in California and Texas that the
8 blast radius from a major accident could be
9 as far as 1,000 feet. The right-of-way for
10 the pipeline is significantly less than
11 that. And 1,000 feet would impact homes,
12 businesses and the state forest, yet the
13 EIS draws no conclusions about what the
14 environmental impacts of a catastrophic
15 explosion or fire might be.
16 Rhode Island, Burrillville is not
17 prepared to fight a major forest fire, nor
18 is the Department of Environmental
19 Management or the state of Rhode Island.
20 Without some assessment of what the
21 potential environmental impacts of a major
22 fire might be, the EIS is also incomplete.
23 Thirdly, the draft EIS fails to
24 analyze, as a couple of the earlier
25 speakers have said, or to quantify the

PM5-17

Section 4.12.3 of the EIS discusses impacts on public safety, including calculations of the PIR, number of fatalities and injuries due to gas transmission pipeline incidents, etc. It concludes that the risk is low for an incident at any given location. We also note that the proposed Project in Rhode Island only includes modification/additional compression at an existing compressor station. Therefore, the Project would not result in additional/new public service infrastructure than is already in-place.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

	29	
PM5-18	1	Methane emission toxic pollution and
	2	climate change risk posed by the project
	3	from both upstream and downstream
	4	activities including the hydraulic
	5	fracturing process at the wellhead, and as
	6	well as accidental release and fires during
	7	transport, and at the eventual burning
	8	wherever that burning may be.
	9	I urge you to delay the final
	10	preparation of this environmental impact
	11	statement until better data for particulate
PM5-19	12	emissions using the exact composition of
	13	the gas which is actually traveling through
	14	this pipeline is available, a better plan
PM5-20	15	for preventing and responding to
	16	catastrophic forest fires, and until a full
PM5-21	17	assessment of global environmental impacts
	18	is complete.
	19	Finally, while I respect the need
PM5-22	20	for employment and the economic benefits,
	21	there's more employment in alternative
	22	energy than there is in natural gas
	23	pipelines. Thank you.
	24	MS. LER: We're on speaker number
	25	six. So, seven and eight, please get ready

PM5-18 See the responses to comments FA4-24 and IND4-1.

PM5-19 Section 4.11.1.3 of the EIS presents potential particulate emissions from aboveground facilities associated with the Project.

PM5-20 Section 4.12 of the EIS describes the safety measures required to minimize the risk of an incident and the probabilistic level of risk for an incident to occur. See also the response to comment LA1-9.

PM5-21 See the responses to comments FA4-24 and SA14-7.

PM5-22 Comment noted.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

	30
	1 to go.
	2 MR. PHILLIPS: How are you? My
	3 name's John Phillips, P-H-I-L-L-I-P-S.
	4 I'm a laborer. I belong to Local
PM5-23	5 271, I also belong to the Laborers
	6 International Union of North America. I am
	7 the lead gas operations trainer for the
	8 laborers union in New England. I only here
	9 -- I've been in -- in Burrillville, I'm a
	10 resident here and I've been here since
	11 1988. I have worked at Algonquin myself,
	12 and I can only testify to the safety and
	13 the procedures that I've seen in my tenure
	14 in that gas industry.
	15 I have never seen anyone in the gas
	16 industry, nor have I ever condoned any
	17 unsafe behavior to any of my trainees.
	18 These people are the safest, most careful,
	19 spend tons of money preparing their jobs.
	20 No shortage of equipment, ever. And I've
	21 never, I respect my former brother and
	22 member, Tony, but I've never seen any gas
	23 operation that went unfunded or any -- any
	24 shortcuts at all.
	25 I'm not a good speaker. I can't

PM5-23

Comment noted.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

31

PMS-23
(conf'd)

1 sing, you know, and there's a lot of things
2 I'm lacking as far as that goes but I'm a
3 hell of a worker, that's how I got to where
4 I am today. And I'm a great resident of
5 this great town. And I would never suggest
6 or recommend any action that would hurt the
7 great town that I live in. I drink water
8 from my well that has a pH of over eight,
9 it's some of the best water in the country.
10 And I love my land, I've had horses, all
11 kinds of vegetable gardens, everything you
12 can think of. I love nature.
13 I would never expect this gas line
14 that's already there, the compressor
15 station is already there, that place has
16 been there for decades. Nothing has ever
17 happened. I've worked there. I -- I don't
18 know where all these figures are coming
19 from. You know, as far as I'm concerned
20 this is a safe project. You know, I'm
21 condoning that part of it. Are there
22 unseen things that I might not know about?
23 Sure there are, but what I can see from the
24 ground it looks good to me.
25 That's all I got to say. Good luck

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

	32
	1 to you.
	2 MS. LEE: Number seven.
	3 MR. COLLINS: Hi, I'm Abel Collins,
	4 that's A-B-E-L, C-O-L-L-I-N-S.
PM5-24	5 I serve on the executive committee
	6 for the Rhode Island chapter of the Sierra
	7 Club. I rise and speak in opposition to
	8 this project. And I feel like the draft
	9 EIS could be improved upon. And I'd like
	10 to see that happen before we take any
	11 further position on it.
	12 In particular, in addition to the
PM5-25	13 comments that we've already heard about
	14 climate change, which I think really is the
	15 backdrop with which we must measure this
	16 project, that citing Mr. Gerritt's
	17 reference to the Environment Northeast
	18 report, which was a thorough study that
	19 showed that energy efficiency, renewables,
	20 grid modernization can meet the energy
	21 demands of the Northeast. I feel like this
	22 project is a waste of money to be quite
	23 honest, and that more sustainable economic
	24 growth can be derived from investments in
	25 renewable energy.

PM5-24 Comment noted. See also the response to comment FA4-1.

PM5-25 Comment noted. Section 4.11.1.3 of the EIS presents an assessment of GHG emissions from the Project. See also the responses to comments FA4-23, FL2-2, IND119-4, and IND242-3.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

		33
PM5-26	1	I think I would like to see in the
	2	final EIS an exploration of alternatives to
	3	this project, specifically looking at that
	4	report and the study that was done and went
	5	into that.
	6	We are at the point now where we're
PM5-27	7	at 400 parts per million CO2 in the
	8	atmosphere. Just last year was the first
	9	year in a while that the U.S.'s economy
	10	grew more carbon intensive. And studies
	11	show that we need to be reducing that
	12	carbon intensity six percent a year going
	13	forward. A project like this is not going
	14	to help us get there. By flooding the
PM5-28	15	northeastern market with more natural gas,
	16	we're going to undercut the economic
	17	impetus to invest in renewable energy where
	18	more jobs can be created. And we need to
	19	be very wary of undercutting those -- that
	20	sector of the economy right now when we
	21	need to be making those investments more
	22	quickly than we are.
	23	And that's it. Short and simple.
	24	Thank you for listening.
	25	MS. LEE: Speaker number eight, with

PM5-26 See the responses to comments IND119-4 and IND242-3.

PM5-27 Section 4.11.1.3 of the EIS presents an assessment of GHG emissions from the Project.

PM5-28 Comment noted.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

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1 nine and ten ready to go.

2 MR. EZOVSKI: The name is Gary

3 Ezovski. That's E-Z-O-V-S-K-I.

4 Good evening. I am an active member
5 of the Rhode Island Business Coalition and
6 the chairman of the Small Business Economic
7 Summit Regulations Subcommittee here in
8 Rhode Island. But I stand here tonight to
9 speak only as an individual.

10 From my -- my work with those
11 groups, I've learned a bit over the past
12 year. And it has been about a year when --
13 since -- since this issue became more than
14 a curiosity to me. It was back then that
15 news articles about abundant supply in
16 other parts of the country were driving
17 prices down, and even suspected to be a
18 basis for reshoring of manufacturing in the
19 United States. I thought it was
20 interesting and started to wonder if Rhode
21 Island was seeing the same benefit. You
22 know, it was one of those things that
23 catches your attention and then fades away
24 as life proceeds.

25 But then in April of this year I was

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

35

1 encouraged to attend something called the
2 -- I think it was called the Quadrennial
3 Energy Conference at the Rhode Island
4 Convention Center. In -- in that event, I
5 heard Governor Chafee say that in his
6 opinion pricing was driven by pipeline
7 capacity here in southern New England.

8 I heard Senator Reed say New England
9 energy cost and availability is a challenge
10 to our future opportunity and cost of gas
11 for home heat increased forty-seven percent
12 over other parts of the country.

13 Then I heard Secretary of Energy
14 Moniz -- U.S. Secretary of Energy Moniz say
15 infrastructure focus was needed because we
16 need all options to secure future heat,
17 power, mobility and business environment.

18 Still others at the meeting said on
19 one Friday last winter New England spent
20 \$100,000,000.00 -- in excess of
21 \$100,000,000.00 more than it should for
22 natural gas but the cheapest natural gas on
23 the planet was 230 miles away. That person
24 was the first but not the last to say we
25 needed 2,000,000,000 cubic feet more

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

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1 natural gas supply in the Northeast.

2 Another said last winter our
3 Manchester Street station in Providence ran
4 forty-five percent of the time on oil
5 rather than natural -- natural gas, and at
6 times was burning jet fuel. That really
7 caught my interest. They -- they went to a
8 point of having to use jet fuel because of
9 price pressures.

10 In testimony at the Statehouse this
11 year I pointed out that, you know, we have
12 had -- we made a lot of progress in
13 environmental work over the past thirty
14 years. Part of that progress has been the
15 elimination of lot of oil tanks along our
16 bay. But that circumstance has put us in a
17 very, very delicate balance. We don't have
18 the oil resources on hand that we once had
19 in southern New England. We are extremely
20 dependent upon the flow of natural gas.
21 Having heard all of this I realized the
22 issue was more than one of just of concern
23 for our economy, and more attention should
24 to be given to gain more understanding of
25 the full picture.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

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1 I attended meetings with people from
2 the Rhode Island Energy Office, and entered
3 discussions on legislation. In those
4 meetings I heard comment that recent price
5 increases of up to forty percent this past
6 winter will repeat. That half of our power
7 now comes from natural gas, and that
8 Pennsylvania was paying \$3.00 for the same
9 quantity of gas that we were paying \$16.00.

PM5-29

10 So, I appear tonight to say that I'm
11 beyond concerned. I'm -- I'm indeed
12 fearful that while I personally may be able
13 to endure price spikes and alternate fuel
14 options, there are other people and
15 businesses that will not. Are our
16 businesses at risk of decline due to
17 inability to compete with cheap energy
18 elsewhere? Yes. If business is reshoring
19 due to energy cost, New England business
20 will relocate to survive. They have to.
21 That will hurt.

22 But maybe more important will be the
23 homes that can't be heated due to
24 affordability or supply -- supply or power
25 outages.

PM5-29

Comment noted.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

		38
PM5-29 (cont'd)	1	Power outages in the wintertime, we
	2	haven't had that experience in great time.
	3	Are we ready to provide people with more
	4	blankets? Please help us work towards a
	5	better Rhode Island, support this project.
	6	Thank you.
	7	MS. LEE: Speaker number nine.
	8	MR. MACDONALD: Good evening,
	9	ladies. My name is Paul MacDonald. M-A-C-
	10	D-O-N-A-L-D.
	11	I represent the Providence Central
	12	Labor Council. It's a council of 30,000
	13	some members. I'm also a proud member of
	14	the International Brotherhood of Electrical
	15	Workers Union, Local 99. And I also live
	16	here in the town Burrillville.
PM5-30	17	And I'm here in support of this
	18	project. The environment concerns would be
	19	something that everybody would be concerned
	20	if they had a foundation. But to stand
	21	here and start talking about all these
	22	environmental concerns when you have no
	23	really expertise in it I think it just
	24	leads to doubt for some. I know that the
	25	good folks of Burrillville who live near

PM5-30 Comment noted.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

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PM5-30
(cont'd)

1 that project probably don't want it there.
2 But I would also tell you that the good
3 folks who live in Warwick near the airport
4 don't want it there. The good folks that
5 live near the landfill in Johnston don't
6 want it there. The good folks that live
7 near oil tanks don't want it there. But
8 it's a problem for all of us because we
9 need good energy, good reliable energy.
10 Energy that will take care of our needs in
11 the future.

12 I also want to point out the fact
13 that the building construction trades
14 unions have really suffered. They've
15 suffered for the last five or six years
16 with forty percent unemployment. Men and
17 women who were ready to go to work, who
18 want to go to work, men and women who want
19 a job. This project will bring a much
20 needed job opportunity for many of the men
21 and women who work in the building and
22 construction trades.

23 I don't know of any real pipeline
24 problems that would leak into our
25 atmosphere. I'm not aware of any of those

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

40

PM5-30
(confd)

1 that have happened in this area. But this
2 project will bring jobs. It will eliminate
3 the forty percent unemployment; it will
4 bring it down to so that people who have
5 families who will be able to lay their
6 foundation to support those families.

7 I don't think that I'd want to wake
8 up and not be able to get any oil in my
9 house and not have another alternative
10 energy available. Gas will be there for us
11 for a long time. And it will come to us in
12 a clean, easy way. It'll make our state
13 more competitive, it'll make our state a
14 better place for all of us to live and
15 stay. It will make an opportunity for our
16 children to be able to stay here and get
17 jobs. Our highways are clogged with people
18 leaving this state because they can't find
19 good work. And this is a great opportunity
20 for our men and women to go back to work
21 and enjoy a good life.

22 I thank you for the opportunity to
23 speak.

24 MS. LEE: Speaker number ten, with
25 eleven and twelve ready to go.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

	41	
	1	MR. KATKEVICH: Hello, I'm Nick
	2	Katkevich, K-A-T-K-E-V-I-C-H.
	3	I'm with a group called FANG,
	4	Fighting Against Natural Gas. So, I'm
	5	going to try to get through a lot of stuff
	6	real quick.
	7	Firstly, with this project, you
	8	know, there are several flaws in the report
PM5-31	9	that was issued. Firstly for the
	10	compressor station here in Burrillville,
	11	it's going to pass fifty-five decibels in
	12	terms of noise, and the company says
	13	they're going to take a year and-a-half to
	14	figure out how to get it below that limit.
	15	That should be figured out before it's
	16	built.
PM5-32	17	Secondly, the Rhode Island
	18	Department of Health, they weren't able to
	19	make it tonight, but there is increased
	20	asthma rates right around the compressor
	21	station, that needs to be investigated and
	22	included in the environmental assessment
	23	report.
PM5-33	24	The alternative section in this
	25	report was lacking. As some of my friends

PM5-31 See the response to comment IND242-2.

PM5-32 See the response to comment SA4-10.

PM5-33 See the responses to comments IND119-4 and IND242-3.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

42	
PMS-33 (cont'd)	1 said, there is a report from Massachusetts
	2 saying if we invest in energy efficiency
	3 and clean energy we won't need this
	4 project.
PMS-34	5 Fourth, there was just announced a
	6 second expansion of the same pipeline
	7 including expansions of some of the same
	8 compressor stations. These -- these two
	9 projects need to be considered one project,
	10 not separate.
PMS-35	11 Also, the need for this gas, a
	12 report from Canada says once these two
	13 projects are completed and one in
	14 Massachusetts, there will be 7,000,000,000
	15 cubic feet of gas coming through New
	16 England a day. But that same report also
	17 said we only need 3,000,000,000 cubic feet
	18 of gas a day.
	19 Spectra Energy wants to send this
	20 gas to Canada where it will be exported
	21 overseas and then domestic prices will
	22 rise. And that's the truth.
	23 And this project right here is going
	24 to cost \$1,000,000,000.00, and for those
	25 that don't know it, even though Spectra

PM5-34 See the response to comment FA3-5.

PM5-35 See the responses to comments CO15-4 and IND102-3.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

43	
PM5-35 (cont'd)	<p>1 Energy makes \$1,000,000,000.00 in profit 2 every year, they want us to pay for it by a 3 tariff on our gas bills. So, we're paying 4 for this project.</p>
PM5-36	<p>5 And when we talk about jobs, I'm a 6 former United Auto Worker member and 7 organizer. Just so everyone knows, on 8 average during construction, this is going 9 to create eight jobs in Rhode Island. At 10 the peak, seventy-six temporary jobs in 11 Rhode Island. In four states, at peak 12 2,400 jobs, average 421 jobs. 13 \$1,000,000,000.00, let's say those 14 temporary jobs are for six months, that 15 means that's 800,000 per job and I hope 16 ya'll get that -- paid that much, but I 17 don't think so.</p> <p>18 So, I would just imagine how we can 19 better spend that billion dollars to invest 20 in clean, renewable energy. I'd really 21 love to meet with my union brothers and 22 sisters to talk about how we can work 23 together to create some real jobs, not let 24 this billion dollar Texas oil and gas 25 company divide us.</p>

PM5-36 Comment noted. Economic benefits associated with construction and operation of the Project are discussed in section 4.9.9 of the EIS, including the estimated construction payroll.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

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PM5-37 1 In terms of the pollution coming
2 from this, it emits 34 tons of formaldehyde
3 a year; 135 tons of volatile organic
4 compounds; 54 tons of hazardous air
5 pollutants. At what cost do we want these
6 on average eight jobs? At the health of
7 our children, is that more important? The
8 profits of \$1,000,000,000.00 -- of
9 multibillion-dollar, you know, energy
10 company called Spectra?

PM5-38 11 So, I'm out here obviously speaking
12 out against this. I think, you know, some
13 of the -- there's some real flaws in the
14 environment report that need to be
15 addressed, particularly that these two
16 projects need to be considered in one.

17 And I also think it's important that
18 we ask ourselves what we are doing with our
19 lives and what's important. There's a
20 brother sitting right next to me from
21 Spectra Energy. I just hope you reconsider
22 what side you're on in that --

23 MS. SUTER: Sir, I'm going to ask
24 you to face forward. There's more than one
25 mike.

PM5-37 Comment noted. See the responses to comments SA4-1 and SA4-9 for additional information regarding compressor station emissions and emission impact analyses. We also note that the cited emissions are primarily associated with the existing compressor station facilities. The Project modifications would result in a 1.1 to 8.8 percent increase in emissions of the identified pollutants.

PM5-38 Comment noted. See also the response to comment FA3-5.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

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1 MR. KATKEVICH: Thank you. And just
2 ask those working for the gas companies if
3 they can, to quit their jobs and join the
4 resistance and be on the right side of
5 history. And for my union brothers and
6 sisters here to please meet with us so we
7 can find out how we can work together to
8 create some real jobs here in New England
9 and beyond.

10 Thank you so much.

11 MS. SUTER: So, I'm just going to
12 remind everyone, there's more than one
13 microphone up there. There's one that will
14 capture your sound and send it to everyone
15 here in the room so they can hear you.
16 Sorry. And there is another one up there
17 so that the court reporter can capture
18 everything you're saying. If you turn
19 around, the court reporter cannot capture
20 what you're saying. So, you have to stay
21 facing forward so that they can capture
22 your sound. Okay. Thanks.

23 MR. DODGE: Thank you. My name is
24 Stephen Dodge, P-H-E-N, D-O-D-G-E. I am
25 associate director of the New England

PM5-39

Comment noted.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

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1 Petroleum Council. New England Petroleum
2 Council is the local office of the American
3 Petroleum Institute, which is a national
4 trade organization that represents over 600
5 companies engaged in the oil and natural
6 gas business. I appreciate the opportunity
7 to testify and I'll be brief.

8 I mainly came here to observe, but I
9 felt it was necessary to counter for the
10 record some of the misinformation and the
11 misperceptions surrounding this project,
12 and natural gas expansion projects in
13 general.

14 Quite frankly in my seventeen years
15 with API, I have never seen an issue, and
16 when I say issue I mean the whole issue of
17 natural gas expansion, natural gas
18 infrastructure expansion and its
19 relationship to hydraulic fracking that has
20 been surrounded with more -- with as much
21 misinformation. And I could take forty
22 minutes tonight, and I won't, to counter
23 just some of the statements that have
24 already been made this evening, misleading
25 and quite frankly inaccurate statements

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

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1 about hydraulic fraction. So, I won't go
2 there.

3 But I will say I do understand
4 everyone's concerns. I do understand the
5 local concerns, and I applaud their
6 activism. But I also believe that many of
7 those concerns are based quite frankly on
8 misinformation.

PM5-40

9 And I also have to add that I do
10 question the motives of some who believe
11 that not only should we curtail natural gas
12 expansion and fracturing, but that we
13 should be off all oil and off all fossil
14 fuels. Many of those groups go hand-in-
15 hand. And I just have to ask again for the
16 record where do we go without those fuels?
17 Our economy would come to a grinding halt.
18 We need it all. We need natural gas; we
19 need heating oil; we need petroleum-based
20 products; we need wind, and alternatives,
21 and solar. They are not mutually
22 exclusive.

23 And Rhode Island, I think, is a case
24 in point, is a prime example. Rhode Island
25 is one of the states, leading states in the

PM5-40

Comment noted.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

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PMS-40
(cont'd)

1 nation in advocating for alternative power,
2 wind and solar. We conceivably could have
3 the largest wind farm off of our coast.
4 And also promoting energy efficiency.

5 We have the most inexpensive natural
6 gas reserves in less than a six hour drive
7 from us here. Yet there are elderly right
8 here in Rhode Island who had to make choice
9 -- choices last winter whether they could
10 put food on their table or pay their
11 heating bill. There were families who had
12 to make a similar decision. There are
13 mills in Maine that had to shut down just
14 before Christmas because either they could
15 not afford the increased prices or enough
16 natural gas was not available to meet their
17 demands.

18 I suggest that that is the greatest
19 social injustice of all. It is a social
20 injustice of the highest proportions that
21 we cannot connect those dots. And that's
22 what this project is all about, not just
23 this Burrillville compressor station, but
24 the AIM project and these other proposals
25 to bring back affordable, clean, safe

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PMS-40
(cont'd)

1 greenhouse gas reducing natural gas into
2 our area.

3 And I'll end with just one point,
4 and that's this, if our industry didn't do
5 everything in its power to bring affordable
6 energy to consumers, I'd be at another
7 hearing and it would be a hearing at the
8 Statehouse before legislators or my
9 colleagues would be before Congress where
10 we would be dragged from pillar to post for
11 not doing our job.

12 So, I appreciate the opportunity to
13 testify and I hope the certificate for this
14 project is granted. Thank you.

15 MS. LEE: We are on speaker number
16 twelve. Anybody with a twelve on their
17 ticket. Thirteen? So, fourteen and
18 fifteen then please get ready to go.

19 MS. MARTLEY: My name is Kathleen
20 Martley. Kathleen, K-A-T-H-L-E-E-N, M-A-R-
21 T-L-E-Y. I live on 1280 Wallum Lake Road.
22 And I'm in a group, Burrillville Against
23 Spectra Expansion.

24 I -- there's three generations of
25 family that have lived on 1280 Wallum Lake

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50

1 Road. They've been there since '52. When
2 I was young I never heard the compression
3 station at all, don't even -- I know
4 Algonquin, that was it. Now it's like a
5 freight train coming through my backyard.
6 Hear it all the time.

PM5-41 7 Your proposal is to cut six acres of
8 forest down, it will be in my backyard.
9 That's one concern that I have definitely.
10 Everybody, all around town, different
11 points have been talking about the noise
12 level.

PM5-42 13 The emissions, the emissions is
14 equal to just for the expansion itself
15 where you'd put it into car emissions,
16 14,000 cars, it's like 14,000 cars running
17 around Burrillville. I thought we were
18 supposed to worry about our cars, all the
19 emissions and all this but yet you're
20 putting them right in our -- in our faces.
21 And the other problem -- all right.
22 This is -- this is coming from your CD that
23 you sent. (As read:) The existing Stony
24 Point, Cromwell and Burrillville
25 compression station are major sources of

PM5-41 Comment noted. See the response to comment IND242-2.

PM5-42 Comment noted.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

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PMS-42
(cont'd)

1 hazardous air pollution both because the
2 facilities (sic) hazardous air pollution
3 emissions are above the major source
4 threshold of ten tons per year of any
5 single hazardous air pollution and twenty-
6 five tons per year of all hazardous air in
7 aggregate. The Cromwell and Burrillville
8 compression station would remain major
9 source of hazardous air pollution at the
10 project.

11 Do I have to say anymore? Thank
12 you.

13 MS. LEE: Number fourteen.

14 MS. GOODWIN: I'm Liberty Goodwin.
15 G-O-O-D-W-I-N.

16 I am the director of the Toxics
17 Information Project in Providence, Rhode
18 Island and I am co-owner with my husband,
19 an inventor, of Klinkman Solar Design.

20 The project we're talking about has
21 effects that are not limited to the
22 Burrillville area or even Rhode Island. It
23 is tied to many important issues, including
24 the problems with fracking, the direction
25 of our economy and energy system, the kind

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

	52
	1 of country we are becoming and our place on
	2 the planet.
PM5-43	3 Here are some of my very real
	4 concerns. Cost, the cost of fossil fuels
	5 is huge and hidden. We pretend the cost is
	6 just that at the pump or in our monthly gas
	7 bill. We ignore the other costs. Those of
	8 damage to health, air, water, etcetera.
	9 We don't count the costs of future lawsuits
	10 as Texas has learned or of environmental
	11 remediation and healthcare expense.
PM5-44	12 Even without climate change, the
	13 cost of pollution would be quite enough
	14 reason to stop what we are doing. A wise
	15 saying goes: Insanity is doing the same
	16 thing and expecting different results.
	17 Pollution and health quotes clean
	18 and natural gas? Which would that be?
	19 Formaldehyde, Benzene, Toluene, Ethyl
	20 Benzene, Xylene, Hydrogen Disulfide, Carbon
	21 Monoxide, Carbon Dioxide, Sulfur Dioxide,
	22 Methane? Why have people stuck their heads
	23 in gas ovens seeking suicide if natural gas
	24 is so clean?
	25 When the hundreds of gallons of

PM5-43 The Project's impact on all resources is discussed throughout the EIS.

PM5-44 Emissions associated with the Project are addressed in section 4.11.1 of the EIS.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

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1 toxic chemicals used in the fracking
2 process are added in do you really feel
3 comfortable with this ridiculous mantra?
4 Can you really believe that all this stuff
5 just goes away? Where is that? Where is
6 away? Not on this planet.

PM5-45

7 Another thoroughly misleading cliché
8 is the -- the dose makes the poison. Well,
9 yes, if -- if you're talking about instant
10 keeling over dead. Otherwise, minimal
11 amount of toxins especially multiple
12 sources combined are clearly responsible
13 for our huge increases in chronic diseases
14 like cancer and many more. And it is an
15 admitted fact that compressor plants
16 regularly vent gases into nearby
17 neighborhoods as part of normal operations.
18 Never mind the chance of leaks or
19 accidents. People in this area are already
20 reporting illness associated with the
21 current installation.

22 Economy, billions of dollars for a
23 technology that is on the way out is not a
24 healthy economic choice. So much more is
25 at stake than just the pipeline. We need

PM5-45

See the responses to comments SA4-1, SA4-9, and CO14-54 for additional information regarding emissions from aboveground facilities associated with the Project. Emission impact analyses are included in section 4.11.1.3 of the EIS, including long-term periods.

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1 to be in the forefront of desirable change,
2 now we lag behind. We are giving up our
3 leadership of 21st-century innovation, of
4 industries of the future by wasting our
5 money on same old dirty unhealthy costly,
6 for years after use, energy production.

PM5-46

7 Other countries are wisely rushing
8 forward to reap the benefits of renewable
9 options. This is not just your familiar
10 solar panels, but a host of new inventions
11 that utilize wind, solar, biomass and much
12 more. Especially solar storage means.
13 My own husband is involved in that -- with
14 that.

15 And there are simple relatively
16 inexpensive choices available right now.
17 Photovoltaic arrays in always sunny
18 parking lots for example. We need to again
19 put our money in the future, not in the
20 debris of the past.

21 Finally, about America, there's more
22 at stake here than health, environment and
23 money. The American dream has always been
24 about more than a job, nice house,
25 education, vacation, etcetera. The dream

PM5-46

See the response to comment FL2-2.

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55

1 was of a government --

2 MS. SUTER: I'm sorry, your time is
3 up.

4 MS. GOODWIN: Okay.

5 MS. SUTER: If you have it written
6 you can submit it to us and we'll put it on
7 the record.

8 MS. GOODWIN: I have submitted it.
9 I have submitted it along with another --
10 by the way, we are going to have lots of
11 jobs.

12 MS. LEE: Speaker number fifteen.

13 MR. KLINKMAN: I'm Paul Klinkman.

14 P-A-U-L, K-L-I-N-K-M-A-N of Klinkman Solar
15 Design.

PM5-47

16 I'm holding up a United States
17 patent. This patent is for greenhouses
18 that don't burn natural gas in the middle
19 of the winter and for houses that burn less
20 natural gas.

21 This patent issued September 2, 2014
22 is for solar thermal electricity generation
23 at night. My target is to eventually
24 generate electricity for two to three cents
25 per kilowatt hour.

PM5-47

Comment noted.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

		56
PMS-47 (cont'd)	1	Now, let me tell you about
	2	tomorrow's energy business. It's a
	3	cutthroat business. Some other inventor
	4	could come along tomorrow and undercut me.
	5	Algonquin's natural gas pipeline is
	6	comparable to them building 1,000 whale
	7	hunting ships. Yes, there's still a market
	8	for oil but the whales would go extinct.
	9	The long-term supply of whales is
	10	insufficient to keep 1,000 whaling ships
	11	operating. And finally, you'd never get
	12	the cost of a quart of whale oil low enough
	13	to match the current market price for oil.
PMS-48	14	The natural gas industry is going to
	15	have all of these problems tomorrow.
	16	Humanity is facing mass extinctions. We
	17	can't imagine the whales gone. Well, we
	18	can't imagine looking out there and seeing
	19	mass extinctions tomorrow.
	20	The gas industry is looking at over
	21	capacity. The problem being that they
	22	regularly overestimate the amount of
	23	reserves that they have.
	24	Fracking wells, they start off fine
	25	and then they drop. And we know this. And

PM5-48 Comment noted.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

	57
	1 you should keep them honest.
PM5-49	2 Finally, every year the solar and
	3 wind -- wind industries lower their prices.
	4 That's going to cut down on demand,
	5 probably down to zero, especially if we
	6 have a carbon tax, especially if people
	7 don't want it for moral reasons.
PM5-50	8 In such a dismal energy market the
	9 natural gas industry's most profitable
	10 tactic is to overbuild now, take their
	11 quick construction profits overseas and run
	12 to the government for a rate payer bailout.
	13 Lately, Uncle Sam isn't made of money.
	14 And so, the industry's request for a
	15 billion-dollar pipeline expansion should be
	16 tabled now.
	17 Thank you.
	18 MS. LEE: Number sixteen.
	19 MR. GLASHEEN: My name -- excuse me,
	20 my name is John Glasheen. G-L-A-S-H-E-E-N.
	21 I'm the chair of the Unitarian
	22 Universalist Legislative Ministry of Rhode
	23 Island, which is an amalgam of the
	24 Unitarian Universalist churches of the
	25 state who look at these issues as a moral

PM5-49 See the response to comment FL2-2.

PM5-50 Comment noted.

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1 concern that our legislation should work
2 well for all of our citizens. We are also
3 a member of Fossil Free Rhode Island.

4 And it's interesting to sit in on a
5 hearing such as this today and hear the
6 different perspective. I think the some of
7 the details that were presented by
8 Professor Affigne, for example, show the
9 details behind this and why it needs to be
10 considered. But for us the simple
11 alternative is to say we don't invest in
12 alternative fuels to any significant
13 degree.

14 So, the money going into this
15 pipeline and the expansion with all the
16 harms that come along with it could in fact
17 be spent on improving natural resources for
18 -- for -- for electricity.

19 The -- my understanding is the town
20 of Burlington, Vermont, for example, is now
21 entirely fossil free. They have in fact
22 combined to produce enough alternative
23 energies so they can do that. We need to
24 follow that kind of example and cut down
25 our use of fossil fuels and replace it with

PM5-51

PM5-51

See the response to comment FL2-2. Natural gas customers in the Burlington, Vermont area are supplied by Vermont Gas.

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PMS-51
(cont'd)

1 other fuel sources which are renewable and
2 therefore will point to a future which has
3 a better impact on our children.

4 Thank you very much.

5 MS. LEE: Number seventeen.

6 MR. CARON: My name is Michael

7 Caron, M-I-C-H-A-E-L, C-A-R-O-N.

8 I'm a resident of Burrillville. I'm

9 also a member of Local Pipefitter and

10 Plumbers Local 51. I also -- I'm also a

11 graduate civil engineer. A lot of things

12 have been brought up today this evening.

13 And one of my concerns is during my career

14 I've worked on this pipeline and that

15 compressor station here in Burrillville.

16 But I've worked on pipeline from Stony

PMS-52

17 Point all the way up to Portland, Maine.

18 As someone mentioned previously, it's

19 Algonquin. Whether it be Algonquin, Duke

20 Energy, Spectra, all of the pipeline

21 distribution companies, they have -- all

22 work in very, very safe and environmentally

23 in the -- within the environmentally

24 regulated environment, and keeping everyone

25 safe and being responsible for the

PM5-52

Comment noted.

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PMS-52
(cont'd)

1 environment and the surroundings.
2 One of my concerns is this past
3 winter I had the opportunity to work on a
4 contract basis for NStar, a division of
5 Northeast -- yeah, it's a division of
6 Northeast Utilities. We came desperately
7 close here in New England to getting into a
8 power crisis. There was -- there was,
9 like one of the other gentleman mentioned,
10 Manchester Street for instance had to burn
11 oil rather than the natural gas it was
12 designed for. I'm not exactly sure what
13 happened here in Surrillville. I know that
14 we have capacity to burn natural gas and
15 oil at our -- our power station here.
16 But I know that elsewhere in New
17 England, coal plants had to be brought back
18 online and many of the gas plants had to
19 burn oil in order to generate the power
20 that we needed, primarily because we were
21 lacking gas line capacity. We desperately
22 need that infrastructure.
23 ISO New England has come up and --
24 with an excellent report again saying that
25 we -- how desperately we do need not only

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PMS-52
(cont'd)

1 the gas infrastructure but the power
2 generation facilities and that -- which in
3 turn required that the governors meet up in
4 New Hampshire to discuss on how we were
5 going to resolve the problem.

6 Again, as a resident, as a worker,
7 having had boots on the ground experience
8 with these stations and the pipeline, I am
9 very much in favor of this project going
10 through and I hope that you'll consider it.

11 Thank you very much.

12 MS. LEE: We are on number eighteen.
13 Number eighteen? Nineteen? Twenty? Okay,
14 so twenty-one and twenty-two should be on
15 deck.

16 MR. GALVIN: Good evening. My name
17 is Peter Galvin, that's G-A-L-V-I-N.

18 As a resident of Rhode Island and
19 conservation chair of the Rhode Island
20 Chapter of the Sierra Club, I'd like to
21 thank you for your decision to hold this
22 hearing tonight.

23 As a former counsel for
24 administrative law for the U.S. Department
25 of Labor I want to compliment you also on

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

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1 the professionalism of your process.

2 My written statement, which I've
3 submitted -- already submitted this evening
4 to staff who are in the room, includes a
5 detailed review of the key deficiencies of
6 the draft environmental impact statement.
7 I hope the level of detail will help the
8 environmental -- FERC environmental staff
9 and its consultants, okay, to square the
10 EIS requirements with what you are hearing
11 from many others speaking here tonight.

PMS-53

12 I will just summarize a few salient
13 points. First of all, the Sierra Club
14 wants to emphasize to you the need to
15 review this matter carefully before
16 finalizing the EIS, even if that means
17 including another round of drafts and
18 comments. Given the recent developments we
19 expect interest in this project to continue
20 to grow. Moreover, you're going to be
21 hearing many of the same concerns expressed
22 down the road as you examine other
23 projects.

24 Our statement emphasizes how similar
25 the questions presented here are to those

PM5-53

See the responses to comments FA4-1 and SA1-12.

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1 presented by the Keystone pipeline project.
2 Notwithstanding that tar sands are not
3 natural gas, the uncertain outcome of that
4 project should be borne in mind by the
5 Commission as it processes this request.

PM5-54

6 Second, it's our position that the
7 draft EIS is currently insufficient to meet
8 the requirements of the NEPA because it
9 fails to give full consideration to the
10 information developed in the last few years
11 about the impacts on the environment of
12 natural gas and the strong international
13 consensus, scientific consensus that we
14 must keep most fossil fuels in the ground.
15 The American Petroleum Institute and others
16 say we should ignore this evidence, but
17 I'll go with the scientific consensus as
18 opposed to the consensus among industry
19 lobbyists.

20 Our reading of guidance under the
21 NEPA is that every project that releases
22 more natural gas into the environment must
23 take into -- incremental addition into
24 account no matter how difficult it may be
25 to calculate the contribution made by that

PM5-54

See the responses to comments FA4-24 and CO12-13.

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PMS-54 (conf'd)	<p>1 specific project. We encourage you to 2 study the information that's included in my 3 draft statement very carefully and the 4 references inside -- in that, and revise 5 the draft accordingly.</p>
PMS-55	<p>6 Third, it's our position that the 7 draft EIS is currently insufficient because 8 it fails to fully consider the no action 9 alternative and in particular the 10 contribution likely to be made by renewable 11 resources in the immediate future. Again, 12 my written statement provides you with 13 references in this regard and I've 14 submitted an additional one this evening, 15 today's -- from today's New York Times.</p> <p>16 Thanks to legislation this -- this 17 calendar year, which I might say into its 18 strong support from the trade unions 19 because of the green jobs and good jobs 20 that it will create, Rhode Island is poised 21 to take a significant step forward in -- in 22 regard to renewables, and it's our strong 23 view that the project under review will 24 serve to delay that effort. Other states 25 in the project area are likewise moving</p>

PM5-55 See the responses to comments CO7-5, FL2-2, and IND248-8.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

	65
	1 forward.
PMS-56	2 Finally, it's our position that the
	3 draft fails to make the market case for
	4 moving forward with this project. We
	5 believe the case for need remains
	6 speculative at this point and urge you to
	7 look into it more carefully.
	8 One quick other thought, the
PMS-57	9 statement mentions that we would request
	10 you clarify the issue of preemption with
	11 respect to construction, noise, and other
	12 aspects that come up that affect the town
	13 directly. It's very unclear to the rest of
	14 us what the Commission rules in that regard
	15 provide.
	16 Thank you very much for the
	17 opportunity to speak to you.
	18 MS. LEE: Number twenty-one.
	19 MR. MALIN: Twenty-one. Hi, my name
	20 is Robert Malin, M-A-L-I-N.
	21 And I serve as the political chair
	22 for the Rhode Island Sierra Club, and I'm a
	23 resident of Charlestown. I'm speaking on
	24 behalf of of the Chapter about our concerns
	25 about this expansion of the station at

PM5-56 Section 1.1 of the EIS describes the purpose and need for the Project, the names of shippers who have agreed to use the facilities to ship gas if they are built, and the Commission's Certificate Policy Statement regarding consideration of a Project.

PM5-57 FERC requires that an applicant receive all applicable authorizations required under federal law (or evidence of waiver thereof). Section 1.3 of the EIS identifies all of the federal, state, and local permits or consultations for the Project. Section 4.11.3 of the EIS identifies the noise regulations and compliance with these regulations. While we encourage the applicant to obtain and comply with state and local permits/regulations, if the Project is approved by the Commission, these state and local permits/regulations cannot unreasonably delay construction of the Project.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

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1 Burrillville.

2 The Sierra Club was founded in 1892
3 to explore, enjoy and protect our planet.
4 Nationally and locally Sierra Club has been
5 a leader in conservation practices and
6 environmental protection, and we are here
7 to say that we see this as a threat to the
8 public and to the environment.

9 We join with other Sierra Clubs
10 throughout the region, Pennsylvania in
11 particular, where Methane gas is being
12 extracted through the fracking process.
13 And that is the real -- we see that as the
14 real purpose of this expansion to expand
15 fracking.

PMS-58

16 In requesting the -- we requested
17 FERC consider all these expansions as a
18 total and look at the negative impacts on
19 the environment and people as a total.
20 We've done this and we've concluded that
21 these permits must not be issued as a class
22 until we can see that there are tangible
23 alternatives being explored, the imminent
24 threats they posed have been mitigated, and
25 a direction for a safe and sustainable

PM5-58

Comment noted. Section 4.13.7 of the EIS presents a cumulative impact analyses for air emissions associated with the Project. See also the response to comment SA11-25.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

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	1 energy future can be established.
	2 The residents of Burrillville whose
PM5-59	3 daily lives will be threatened by the
	4 impact of this should not be subjected to
	5 the noise, the health problems, explosion
	6 risk. And you don't wait for these to
	7 happen to know that there's a risk. We
PM5-60	8 know the history of -- of this. The
	9 impacts of the construction and the
	10 operation that have been outlined here, and
	11 if -- if you add that to the collective
	12 ones all along this pipeline, which is just
	13 a small part of a sixty-year-old pipeline,
	14 we see that the past proposals have been
	15 insufficient in showing that this is safe
	16 and wise.
PM5-61	17 In particular, we're concerned about
	18 the forest degradation, soil compaction,
	19 noise, structural damage, aquifer
	20 contamination, air-quality degradation and
	21 the loss of wetlands, water quality
	22 degradation and storm runoff. This is in a
	23 very low-lying area. We are already very
	24 inundated in the northern part of the
	25 state.

- PM5-59 Section 4.12.1 of the EIS discusses federal safety standards for natural gas pipelines and how these standards are applied in HCAs. Section 4.12.3 of the EIS discusses safety-related concerns and other specific measures that Algonquin has proposed or that we are recommending to further address public safety concerns. See the responses to comments SA4-1 and SA4-9 for additional information regarding compressor station emissions. Section 4.11.2 of the EIS presents additional information regarding compressor station noise impacts associated with the Project.
- PM5-60 Section 4.12 of the EIS describes the safety measures required to minimize the risk of an incident and the probabilistic level of risk for an incident to occur.
- PM5-61 Comment noted. These topics, including potential impacts and mitigation, are discussed throughout section 4.0 of the EIS. See also the response to comment FA4-24.

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PM5-62	<p>1 We also want to note the greenhouse 2 gas law that was passed, the Resilient 3 Rhode Island Act that will send -- that 4 will set limits on the -- on what can be 5 emitted, and we believe that once the 6 leakage is actually measured, which Gina 7 McCarthy mentioned, that EPA also is 8 concerned about and is reconsidering. At 9 our environmental leaders day she mentioned 10 that, that we will see that this is a net 11 loss.</p>
PM5-63	<p>12 I want to also say in the '80s I 13 worked for a solar marketing company. And 14 we had heating systems that used space 15 heating to reduce the heat needed or to 16 produce about thirty percent of the heat. 17 That was in the '80s. So, when I hear that 18 we don't have the technology thirty years 19 later, it just -- it isn't -- it doesn't 20 pass the smell test.</p> <p>21 Thank you for this opportunity to 22 comment. I'll submit the rest of this and 23 we appreciate you taking the time for a 24 thorough environmental review.</p> <p>25 MS. LER: Number twenty-two, with</p>

PM5-62 Comment noted.

PM5-63 Comment noted. See the response to comment FL2-2.

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1 numbers twenty-three and twenty-four ready
2 to go.

3 MS. SHERMAN: Hi, my name is Kathryn
4 Sherman, K-A-T-H-R-Y-N, S-H-E-R-M-A-N.

5 I live at 1035 Wallum Lake Road. I
6 live directly across from the entrance to
7 Algonquin Gas.

8 I understand all the issues that
9 were presented today. I'm not here to
10 speak political views. I'm here to tell
11 you the impact that it's had on me, my
12 family, and my neighborhood.

13 When I moved to my home about
14 twenty-seven years ago Algonquin Gas was
15 there. They were there before I was. I
16 knew that they were there. I grew up in
17 Burrillville. Most of my adult life I've
18 lived in Burrillville. There wasn't a

PM5-64 19 problem. But over the last several years,
20 I have seen a significant difference in the
21 noise level and I'm concerned about the
22 health and safety of my family, and my
23 neighbors.

24 I have read the EIS. I am not a
25 scientist and I can clearly tell you I

PM5-64 See the response to comment IND242-2.

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PM5-65

1 don't understand all of it. But the
2 information that's there is lacking.
3 There's not enough information that I can
4 tell you that I'm comfortable with this
5 project. I have friends that have worked
6 at Algonquin. I don't see that anyone lose
7 their job, they have been good neighbors. I
8 can tell you I have had to be evacuated on
9 one occasion many years ago. And the
10 police and fire have been there on several
11 occasions over the last several years
12 because of an odor of gas. When there are
13 these incidents called blow downs, there's
14 a large noise and there's a strong odor of
15 gas.

PM5-66

16 Every night it sounds like there's
17 diesel truck running outside my bedroom
18 window. That's new. It wasn't like that
19 years ago. Whether that's because they're
20 -- they're increasing, cutting down trees
21 I'm not sure what the cause is, but it's
22 there and it's coming from Algonquin.
23 I'm not here to say I oppose the
24 program or I support the expansion.
25 There's just not enough information. And

PM5-65

Comment noted. See the responses to comments CO14-54 and IND85-55 for additional information regarding pipeline blowdown emissions and potential health risks.

PM5-66

See the response to comment IND242-2.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

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PM5-67	1 for everyone who says not in my backyard,
	2 that's not my purpose here today. If there
	3 -- if there is sound evidence that this is
	4 a sustainable program that will be health
	5 and safety for everyone in the area, then I
	6 could support it. The information, as the
	7 professor spoke earlier, is just not there.
PM5-68	8 I don't find it to be enough for me
	9 to be secure in my home. In fact, my
	10 husband and I have considered selling our
	11 home before the expansion so we don't lose
	12 the property value. What's going to happen
	13 to us in years to come if there is a large
	14 expansion? Are we going to even be able to
	15 sell our home? And for all the people who
	16 don't live in Burrillville, other people
	17 who work there, perhaps they would be
	18 interested in purchasing it. I'm actually
	19 consider of moving out of that town, out of
	20 Burrillville, and away from Algonquin Gas
	21 because of the noise and the health and
	22 safety.
	23 I can tell you, my husband is a
	24 Vietnam vet. He is a disabled Vietnam vet
	25 as the result of Agent Orange. Haven't we

PM5-67 Section 4.12 of the EIS describes the federal pipeline safety standards and Algonquin's safety program, as well as how these standards and programs apply to the proposed facilities.

PM5-68 Economic impacts associated with the Project, including property values, are discussed in section 4.9.8 of the EIS. See also the response to comment LA23-21.

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1 learned anything? We need to know what's
2 causing some of the illnesses that my
3 neighbors see, some of the noise that's
4 coming through and the other long-term
5 health risks.

6 Thank you for your time.

7 MS. LEE: Number twenty-three.

8 MR. RAYMOND: Yes. Paul Raymond, P-
9 A-U-L, R-A-Y-M-O-N-D.

10 Our most important speaker we've had
11 so far tonight, Mrs. Sherman, Mrs. Sherman.

PM5-69

12 Okay. I live 1.3 miles away from
13 here on Wilson's Reservoir. And I wake up
14 every morning with a nice -- with a low
15 murmuring noise that kind of frustrates me
16 because I live in the woods. And it just
17 happened the last two or three years, and
18 that -- that's -- not understand that. But
19 I do feel for the people who live nearby
20 who are inundated with this noise all the
21 time.

22 I understand that Algonquin, Spectra
23 has been very good neighbor over the past
24 years. And I think that if anything, they
25 should be stepping up to the neighbors to

PM5-69

See the response to comment IND242-2.

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1 identify the problems that they're going to
2 be having with noise and operations. All
3 right.

PMS-70

4 We look at property values
5 plummeting in the area. The Town should be
6 looking at giving -- giving tax base
7 changes, allowances for this, which I don't
8 see happening. And I'd be asking how many
9 people from the town are here tonight to
10 represent us. That would be another
11 question.

12 All in all, the operation, the
13 design of the system I have no problem
14 with. I've been involved with the natural
15 gas industry for thirty-five years. I was
16 engineering manager for New England Valley
17 Gas, now National Grid. So, I really
18 understand the operations of these
19 facilities and the design. Cathodic
20 protection, leak survey, all that wonderful
21 information that we have every day that we
22 do. We make -- take -- sure that it's
23 safe.

PMS-71

24 But when it comes to the noise
25 levels and the inconvenience to our

PM5-70

See the response to comment PM5-68.

PM5-71

See the response to comment IND242-2.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

74	
PM5-71 (cont'd)	<p>1 neighbors, and I mean neighbors who all 2 live in the vicinity, not the people on 3 Mapleville and Harrisville, the people 4 close by, they're the important ones. 5 Thank you very much. 6 MS. LEE: Number twenty-four. 7 MS. PETRIE: Hi, I'm Lisa Petrie. 8 That's L-I-S-A, P-E-T-R-I-E. 9 I'm a stay-at-home mom and a member 10 of Fossil Free, RI. And I'm also a 11 procrastinator and I've had an extremely 12 hectic week, so I'm not nearly as organized 13 as I'd like to be. I hope I can find my 14 way through my notes and -- and do it all 15 in the allotted time. But I apologize for 16 any -- any rough edges here.</p>
PM5-72	<p>17 For twenty years from now it won't 18 matter what the price of natural gas was in 19 2014, 2017, or 2020. The only thing that 20 will matter is whether or not we've 21 avoided runaway catastrophic global 22 warming. At that time everyone in this 23 room, and especially every decision-maker 24 will be asking themselves if they did 25 enough to stop global warming. By then,</p>

PM5-72

Sections 4.11.1.3 of the EIS presents an assessment of GHG emissions from the Project. See the response to comment FA4-23 for additional information regarding Algonquin's efforts to minimize methane emissions. See the response to comment CO32-3 for additional information regarding methane global warming potential. See the response to comment FA4-24 for additional information regarding cumulative impacts associated with development in the Marcellus shale region.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

75

PM5-72
(cont'd)

1 the climate impacts will be far, far worse
2 than they are now, even under the best case
3 scenario because of climate impacts that
4 are already waiting in the climate system
5 that -- and will have delayed effects in
6 the coming decades.

7 In fact it will take heroic efforts
8 to avoid catastrophic climate impacts with
9 huge population centers going under water
10 in coastal areas, with America's
11 breadbasket and huge swaths of Africa,
12 Latin America, and Asia turning to desert,
13 and with billions of people starving or
14 dying of diseases that will spread faster
15 and further due to warmer temperatures.

16 As others have said, the EIS fails
17 to take into account the global warming
18 impacts of the project. It does give some
19 data on greenhouse gas emissions but that
20 data is inaccurate and incomplete for a
21 number of reasons.

22 First, the figures are based on
23 outdated estimates of the potency of
24 Methane compared to Carbon Dioxide. The
25 EIS assumes that Methane is twenty-five

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

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PM5-72
(cont'd)

1 times as potent as Carbon Dioxide whereas
2 in fact the IPCC recently determined that
3 Methane is thirty-four times as potent as
4 Carbon Dioxide due to some carbon feedbacks
5 that hadn't been taken into account. And
6 that's when you compare the two over the
7 conventional 100 year time frame. That's
8 what people have traditionally used,
9 including scientists, to make these
10 comparisons.

11 But the IPCC itself recently said
12 that that number is completely arbitrary
13 and we need to be looking at short-term,
14 nearer term comparisons of impacts as well.
15 Because Methane breaks down much faster
16 than Carbon Dioxide in the atmosphere, most
17 of its global warming impact occurs in the
18 first few years. So, if you look out over
19 a twenty year time frame rather than 100
20 years, Methane is eighty-six times as
21 potent as Carbon Dioxide. And that's the
22 time frame that we need to be looking at
23 because that's the time frame in which we
24 run the greatest risk of runaway
25 catastrophic global warming.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

77

PMS-72
(cont'd)

1 The information in the EIS is also
2 incomplete in terms of greenhouse gases
3 because it fails to take into account the
4 global warming impact of fracking in the
5 Marcellus Shale as I believe others have
6 noted. And clearly when you bring more --
7 more fracked gas up from the Marcellus
8 Shale into New England, that's going to
9 lead to an increase in fracking in the
10 Marcellus Shale.

11 Now, in terms of the risk of
12 catastrophic global warming, this is not
13 something that -- that only fringe
14 environmentalists are worried about. The
15 accounting firm Price Waterhouse, which is
16 hardly a radical environmental group,
17 recently announced that we are twenty years
18 away from climate catastrophe. And I just
19 want to say a little bit about how that
20 could happen due to the potency of Methane
21 in the short-term.

22 Did I just run out?

23 MS. SUTER: Yes.

24 MS. PETRIE: Okay. I'll submit the
25 rest in writing.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

78

1 MS. SUTER: You can.

2 MS. PETRIE: I -- I do also have a
3 plan of how we can meet all of our needs
4 with renewable energy, and this isn't my
5 idea, this came from scientists at
6 Stanford. And I have copies in case
7 anybody would like to see that. Thank you.

8 MS. SUTER: Just submit everything.
9 There you go.

10 MS. LEE: Number twenty-five.

11 MR. BRUNETTI: Hi, my name is David
12 Brunetti. It's B-R-U-N-E-T-T-I. I'm a
13 long-term resident of Harrisville, Rhode
14 Island, Burrillville.

PM5-73

15 And I didn't prepare a statement for
16 tonight. I just want to make a couple of
17 quick comments that essentially I'm against
18 any project that's going to utilize natural
19 gas that's generated from the process of
20 fracking, the highly destructive process of
21 fracking.

22 And just wanted to pass on to anyone
23 who's not aware of how destructive this can
24 be for this highly unregulated industry, I
25 encourage them to watch a documentary by

PM5-73

Comment noted. See also the response to comment FA4-24.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

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1 the name of Gas Land. You can easily see
2 it on your Netflix and it'll give you a
3 good idea of how this process is running
4 roughshod throughout the country, and the
5 negative impact it's having. And until we
6 are able to get them to comply with the
7 Clean Air Act, Clean Water Act, and other
8 environmental protection acts, this is
9 going to cause a great deal of disruption
10 if we don't stop it now.

11 Thank you.

12 MS. LEE: Number twenty-six. So,
13 twenty-seven and twenty-eight should be
14 ready to go.

15 MS. MAINVILLE: Hello, my name is
16 Amanda Mainville. A-M-A-N-D-A, M-A-I-N-V-
17 I-L-L-E.

18 And I have been a resident of
19 Surrillville for seventeen years and it was
20 not until July of this year that I was made
21 aware of the existing compressor station
22 off Wallum Lake Road. I actually know
23 Kathy, who -- who lives within 4/10 of a
24 mile of there. And -- and one -- and one
25 -- and one of my concerns is the families

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

	80	
	1	that live near there -- I -- I work at
	2	Brigido's Fresh Market. That's the grocery
	3	store -- that's the grocery store near my
	4	house. And -- and a lot -- and a lot of
	5	the people -- a lot of the people who live
	6	near there, they come -- they come there to
	7	buy their groceries. And there are a lot
PMS-74	8	of families, and there are a lot of
	9	families with children who live there and
	10	the noise level is just unacceptable.
	11	I heard this compressor station with
	12	my own ears. And as is, it is -- it's
	13	plenty loud enough. And if the deal were
	14	to go through like next -- the noise level
	15	would greatly increase.
PMS-75	16	And there is also a hospital near
	17	there, Zambarano Hospital, which is 1.8
	18	miles from the compressor station. And the
	19	-- the patients there, they like to spend a
	20	lot of time outdoors. And another one of
	21	my concerns is that they will no longer be
	22	able to do so because of the harmful
	23	pollutants that are being released into the
	24	air.
	25	We have the technology now to create

PM5-74 See the response to comment IND242-2.

PM5-75 See the responses to comments SA4-1 and SA4-9 for additional information regarding compressor station emissions and emission impact analyses.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

81	
PM5-76	1 re-clean -- renewable energy sources like 2 wind power, solar power. If there should 3 be any type of project on the table, it 4 should be a project investing in a cleaner 5 and brighter future, not only for the town 6 of Burrillville, but for the rest of the 7 country as well.
PM5-77	8 So, you can put me down as strongly 9 opposing this project along with several 10 other people in this room. The future of 11 the town of Burrillville is in our hands, 12 let's make it a clean and green one, not 13 just for this generation, but for many 14 generations to come. 15 Thank you. 16 MS. LEE: Number twenty-seven. 17 MR. BOLTEC: My name is Paul Boltec. 18 I'm from 915 Wallum Lake Road. 19 I came here to gather information 20 and listen. 21 MS. LEE: Can I get you to spell 22 your name for the record. 23 MR. BOLTEC: I'm sorry. B-O-L-T-E- 24 C. And I came here initially just to 25 gather information. But after listening to

PM5-76 Comment noted. See the response to comment FL2-2.

PM5-77 Comment noted.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

		82
	1	neighbors talk I felt I should speak as
	2	well.
	3	I've lived there for thirty-five
	4	years. I moved there knowing that the gas
	5	company was there. I was involved or
PM5-78	6	attended meetings for the last improvement
	7	they did by chaining to the turbines
	8	they're running now, with a commitment to
	9	be quieter and less gas blow offs, and it's
	10	gotten worse since I've lived there.
	11	I was involved in an evacuation
PM5-79	12	where they had a leak. A valve broke and
	13	there was 250 feet of gas blowing into the
	14	air. And now with the increased pipe size
	15	and pressure I'm a little concerned and I
	16	just wanted to voice my opinion.
	17	Thank you.
	18	MS. LEE: Speaker number twenty-
	19	eight.
	20	MS. BISHOP: HI, I'm Rachel Bishop.
	21	It's B-I-S-H-O-P.
	22	And I've been working with Kathy and
PM5-80	23	Kathryn and a bunch of folks in
	24	Burrillville, and I'd like to speak out in
	25	opposition against this project.

PM5-78 See the response to comment IND242-2.

PM5-79 Comment noted.

PM5-80 Comment noted.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

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PM5-81

1 So, I work in Hasbro Children's
2 Hospital. And like a lot of people who
3 have spoken tonight I'm really concerned
4 that the EIS doesn't adequately discuss the
5 air-quality impacts of this project. And
6 in particular as been raised, the
7 particulates released during construction,
8 the health impacts of the new chemicals
9 added to the fracking fluid, and the very
10 disturbing spike in asthma rates in
11 Burrillville near the station.

12 So, as has been mentioned in the
13 report and elsewhere, the station that
14 exists in Burrillville is already a major
15 source of nitric oxide, sulfur oxide,
16 volatile organic compounds like Toluene and
17 Benzene. And on the order of tons per
18 year. And although there have been
19 sufficient studies on all the health
20 effects of these compounds, we already know
21 enough to understand that they present a
22 whole host of health hazards for adults,
23 including nausea, vomiting, all the way to
24 severe neurological damage, cardiovascular
25 illness, liver damage, blood clotting.

PM5-81

See the responses to comments SA4-1 and SA4-9 for additional information regarding compressor station emissions and emission impact analyses. Section 4.11.1.2 of the EIS presents information regarding construction emissions, including particulate emissions. We also note that EPA's NAAQS are set to protect public health, including sensitive populations (e.g., seniors and children).

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

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PM5-81
(cont'd)

1 But like I said, I work in a kids'
2 hospital, and I would just like to bring up
3 the fact that the effects for children are
4 -- are a whole lot worse. The kids are a
5 whole lot more vulnerable and there are
6 really not sufficient studies done on this
7 yet. And certainly the EIS doesn't address
8 these effects sufficiently.

9 And so, what I can tell you there is
10 some good research out of UCSF that shows
11 that children are more vulnerable to the
12 effects of toxic air pollutants. They
13 spend more time outside; they have a faster
14 respiratory rate; they have smaller bodies,
15 so they ingest more pounds of toxic
16 chemicals per pound of their body. Their
17 organs are still developing so they are not
18 as good at removing those toxins when they
19 do ingest them. And because they are still
20 developing this can result in sort of more
21 severe effects as well. So, decreased lung
22 size, altered lung functions and we know
23 already that there's a worse rate of asthma
24 in Burrillville. And Rhode Island in
25 particular has pretty high rates of asthma.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

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PM5-81
(cont'd)

1 And that the effects of breathing in the
2 ozone created by the different kinds of
3 emissions really severely worsens these
4 effects for kids. And as anyone who knows
5 a -- or has a close friend with a kid with
6 asthma, these can be pretty profoundly
7 debilitating disease.

8 So, we know that Burrillville is
9 already a non-attainment area. It already
10 has terrible air quality and it's very
11 hazardous to the health of families there.
12 And I just wanted to say, Kathryn and
13 Amanda, and people who have expressed
14 concerns have reason to be concerned. And
15 I think it's absurd and inhumane to sit
16 back and decide that those families will
17 just have to bear the brunt of this
18 project. They'll just have to suffer so
19 that we can -- we can have this energy when
20 we know that there's meaningful chances of
21 having alternatives; we know they exist.
22 And I would implore the EIS to take a real
23 look into those alternatives that already
24 exist.

25 And just as a last word, there was a

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

	86
	gentleman earlier who said something about
	he supported this project because he wants
	cheap energy and a bright financial future
	for his children. And I think I'm the
	youngest person in this room or one of the
	youngest people in this room, I'm twenty-
	three. And I just wanted to say that the
	future of this project, as many have
	mentioned, creates a really terrifying
	picture for me. We cannot ignore as many
	have said that climate change is the
	backdrop for this, this project and others
	like it. And I think it is, as long as we
	keep building these kinds of projects and
	we keep burning fracked gas, the time for
	us to transition into renewables, it's
PM5-82	getting smaller and smaller. And the time
	for us to avoid the truly devastating and
	catastrophic effects of climate change
	really is running out. And I don't know at
	what point we decide that that's worth
	acting on.
	So, the more of these projects we
	build, the less we channel our resources,
PM5-83	that billion dollars into renewable forms

PM5-82 GHG emissions are addressed in throughout section 4.11.1 of the EIS and the impact on climate change is addressed in section 4.13.

PM5-83 See the responses to comments CO7-5, FL2-2, and FL4-11.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

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PM5-83
(cont'd)

1 of energy that already exist, as so many
2 people have pointed out, we don't need a
3 balance. If we keep playing this balance
4 game, if we keep putting resources into
5 these already like exacerbating climate
6 change projects, it's only going to get
7 worse. We're not going to be able to have
8 any time, it's going to run out. And that
9 -- that prospect terrifies me. And sitting
10 around here hearing people talk about it as
11 if that's not the reality terrifies me.

12 So, that's all I have to say. Thank
13 you.

14 MS. LEE: Number twenty-nine.

15 MR. GILBERT: Hi, my name is Leigh
16 Gilbert. L-E-I-G-H, G-I-L-B-E-R-T.

PM5-84

17 I am a Burrillville resident. I am
18 in full support of the Algonquin AIM
19 natural gas expansion project. As a
20 construction laborer, this project
21 represents the promise of good family
22 supporting jobs for the New England region.
23 As a consumer, it ensures a cheaper,
24 cleaner, and more reliable fuel source.

25 Spectra Energy is and always has

PM5-84

Comment noted.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

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PM5-84
(cont'd)

1 been a responsible neighbor as a pipeline
2 owner in this community and in the region
3 for decades.

4 Most importantly, it is no secret
5 that the New England region is facing an
6 energy crisis. We need this expansion
7 project and we need it now. I urge PERC to
8 approve the permit for this project so we
9 can bring this much needed energy source to
10 market as soon as possible.

11 I am also a member of Local 271,
12 it's the Laborers International Union of
13 North America. And somebody mentioned
14 earlier that these jobs are temporary.
15 Well, most people in construction build
16 their careers on temporary jobs.

17 That's all I have to say. Thank
18 you.

19 MS. LEE: Number thirty. Thirty?
20 Thirty-one? Thirty-two? Do you have
21 thirty-two?

22 MR. CHETWOOD: Yes.

23 MS. LEE: Okay.

24 MR. CHETWOOD: Good evening. I'm
25 Joe Chetwood, C-H-E-T-W-O-O-D. Proud

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

	89
	1 member of Laborers Local Union 271 of
	2 Providence.
PM5-85	3 I support this project for two
	4 reasons. We need these construction jobs.
	5 And as one of my brothers previously
	6 mentioned this equipment is already in
	7 existence, so a major construction update
	8 will only make it safer.
	9 Thank you.
	10 MS. LEE: Thirty-three. Thirty-four
	11 and thirty-five on deck.
	12 MS. POIRIER: Good evening. My name
	13 is Pamela Poirier. P-A-M-E-L-A, P-O-I-R-I-
	14 E-R.
	15 I'm a resident of Pascoag. We moved
	16 here from Woonsocket in the '90s. We
	17 didn't like all the fumes and the noise of
	18 the city, so we thought it would be great
	19 to move out here to this beautiful rural
PM5-86	20 area with the trees and the water, the
	21 lakes and everything. Little did we know
	22 that the air out here is more polluted
	23 probably than Woonsocket because of this
	24 compressor station that we did not know
	25 about.

PM5-85 Comment noted.

PM5-86 See the responses to comments SA4-1 and SA4-9 for additional information regarding compressor station emissions and emission impact analyses.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

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1 I found out that that compressor
2 station that's out there has been out there
3 for sixty plus years. But when it was
4 built, there probably weren't very many
5 people out there. It was mostly woods, so
6 I don't think anybody really cared. And
7 that was the way to go then. That was the
8 energy that we used then. We used natural
9 gas. And people didn't care really about
10 what they were doing to the world. You
11 know, they would go to any lengths to get
12 the energy that they needed.

PM5-87

13 But we know better now. We have
14 other alternatives. Times have changed.
15 It's not sixty years ago; it's time to be
16 looking at new things. Okay. I don't
17 think you'd want to wear clothes that were
18 sixty years old. Maybe some of the vintage
19 things are probably kind of nice, but time
20 marches on.

21 It's time to look towards the
22 future. We -- we have to think about our
23 children, our children's children, and
24 their children. We're all going to be dust
25 in no time at all. So, we have to think

PM5-87

See the response to comment FL2-2.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

91

1 about what legacy we are leaving for what
2 is coming after us. It's time. We've got
3 to be strong.

4 Look at CVS, look what they did.
5 They said no to selling cigarettes. They
6 were brave. They gave up millions and
7 millions and millions of dollars in profits
8 because they said no, we're not going to do
9 this anymore. It's a health issue.

10 We've got to be brave. It's time to
11 be brave and do something now. Okay. Take
12 the money, put it into something bigger and
13 better, something that our kids are going
14 to look at us and say hey, you know, we're
15 proud of you, you did something really good
16 for us, you did something good for our
17 world.

PM5-88

18 I'm saying no to this project. I
19 don't think it's fair -- I don't think it's
20 fair to the kids and our kids' kids to do
21 something that can hurt them. Why take a
22 chance? Why take chances with people that
23 are important to us, people that we don't
24 even know yet? Our flesh and blood.

25 I'm saying no. We need to do

PM5-88

Comment noted.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

		92
PMS-88 (cont'd)	1	better. We can do better than this. Thank
	2	you.
	3	MS. LEE: Speaker thirty-four?
	4	Thirty-five?
	5	MS. PALMER: Good evening. My name
	6	is Karen Palmer, P-A-L-M-E-R.
	7	I do work in the medical field. I
	8	-- but I -- I guess I want to express my
	9	feelings because -- more from a personal
	10	point of view. I know people who have
PMS-89	11	experienced respiratory problems over an
	12	extended period of time and it has been
	13	directly, you know, there's a large number
	14	in the Burrillville area.
	15	I actually live in Cumberland, but I
	16	feel like, too, that we will be impacted as
	17	well. I feel like, you know, we already
	18	that chronic -- well, through continued
	19	exposure to this there are chronic problems
	20	that will develop. Exposure to national
	21	(sic) gas, there are -- there are gas
	22	leaks, there's no project that has not had
	23	some kind of gas leak or some kind of
	24	problem associated with it. And so, I
	25	think that we really need to take that into

PM5-89

Comment noted.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

	93	
	1 consideration.	
	2 I feel that on a -- to me, the most	
	3 important value in life is quality of life,	
	4 not money. And I can't help but feel that	
	5 this project has more to do with	
	6 corporations and their financial increase	
	7 than it does having a world view of what's	
	8 going to protect the people in our system.	
PM5-90	9 I asked one of our senators if	
	10 potable water, drinkable water is a right,	
	11 and he could not answer me. But when we're	
	12 dealing with something like this, we can	
	13 contaminate the water so that it is no	
	14 longer drinkable. And to me, we shouldn't	
	15 have to pay money when we have a well in	
	16 our backyard. To me, that doesn't make	
	17 sense because I really feel like this is an	
	18 issue that goes beyond just how land can be	
	19 developed and produce money. I think we	
	20 need to consider first of all our health,	
	21 our children's health.	
PM5-91	22 There's, you know, in the medical	
	23 field, I see so many people coming in with	
	24 respiratory problems, and twenty, thirty	
	25 years ago, this was not the case. Some --	

PM5-90 Comment noted.

PM5-91 As stated in the introduction to section 4.12 of the EIS, natural gas is not toxic, but is classified as a simple asphyxiate, possessing a slight inhalation hazard. If breathed in high concentrations, oxygen deficiency can result in serious injury or death.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

		94
PMS-91 (cont'd)	1	the symptoms that are associated with these
	2	leaks or whatever is -- let me just read
	3	this, and this is from the National Library
	4	of Medicine.
PMS-92	5	And it says (as read:) if a national
	6	(sic) gas leak has occurred and is severe,
	7	oxygen can be reduced causing dizziness,
	8	fatigue, nausea, headache and irregular
	9	breathing. Gas leaks can cause serious
	10	harm to plants, thus effecting the
	11	environment ecosystem as well. One of the
	12	major health effects of natural gas leaks
	13	-- leakage or exposure to Methane is
	14	asphyxiation. So, that does happen. I
	15	mean, that may happen if you're in a garage
	16	with a car, an engine going. But we're
	17	getting long-time exposure to this because
	18	it is in the environment, it lingers in the
	19	environment.
	20	And okay. Leakage and -- and
	21	subsequent combination of natural gas
	22	releases large amounts of water vapor,
	23	ashes, volatile organic compounds and toxic
	24	fumes into the atmosphere. These particles
	25	and substances pass through our respiratory

PM5-92

See the responses to comments SA4-1, SA4-9, CO14-54, and PM5-91 for additional information regarding emissions from aboveground facilities associated with the Project and emission impact analyses.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

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PM5-92
(confd)

1 system and enter deep into the lungs and
2 body bringing about respiratory diseases.

3 Also, national (sic) gas is lighter
4 than air and therefore rises up,
5 concentrating nearer to the head.

6 Associated symptoms such as pneumonia,
7 nausea, vomiting, irregular breathing,
8 memory loss, fatigue, sinus pain and
9 headache are also reported because of the
10 exposure to national (sic) gas -- gas leaks
11 in lower concentrations. Some other
12 adverse effects include flatulence,
13 diarrhea, constipation, depression and
14 pains in the hands and the legs.

15 So, there are symptoms that we may
16 -- may not associate readily with natural
17 gas. But when it's in a cumulative -- it
18 has a cumulative effect. And so, I guess I
19 need to stop.

20 But I just -- I'm greatly concerned
21 about the health of everyone, and I'd like
22 to have a sufficient for the future and not
23 think of just sustaining jobs. There are
24 plenty of jobs that are being developed
25 through natural -- I mean solar energy,

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

96

1 wind energy and all that other business.

2 And Germany has developed --

3 MS. SUTER: You have to stop.

4 MS. PALMER: Okay.

5 MS. SUTER: I'm sorry. You have to

6 stop.

7 MS. LEE: Speaker thirty-six.

8 MR. MARQUES: Good evening. My name
9 is Manuel Marques, M-A-R-Q-U-E-S.

10 I'm a field rep with the Laborers
11 Local 271, Providence, Rhode Island. We
12 have about seventy of our members and their
13 families live in this Burrillville and the
14 surrounding small communities.

PM5-93

15 I, of course, in my view are in
16 favor of it on a jobs perspective. As far
17 as the fracking goes, my understanding is
18 this hearing is about a pipeline. It's a
19 transmission line. It's for natural gas.
20 We're not going to do any fracking here, or
21 as far as I know any place on the nearby
22 east coast. It's going to move the gas
23 north to Maine and where there -- there's
24 been shortages up there.

25 As far as safety, pipelines have

PM5-93

Comment noted.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

97

PM5-93
(cont'd)

1 historically been the number one safest
2 transportation vehicle there is. It beats
3 trucks, ships, definitely trains. It's the
4 safest there is. If there is a leak, gas
5 does rise. It doesn't stop at six feet, it
6 rises. It keeps on going and it
7 dissipates. That's one of the -- the good
8 things about it.

9 As far as safety, you know, there
10 are a lot of things that are not safe
11 anymore. Peanuts will kill you. My own
12 blood pressure medicine has got some funny
13 side effects. I look at it, too, as a
14 chance to be independent. I'm sixty-two.
15 My kids, thirty-eight down to thirty-five.
16 We got some young folks in here today.
17 Their generation is coming up. My kids, my
18 nephews, nieces, they've had their chance
19 to go overseas and fight for something that
20 we got a shortage of. We got a chance to
21 be independent. Let somebody else go fight
22 their own wars. We don't -- we don't have
23 to send our kids over there. You know,
24 it's just destruction for nonsense.

25 I just feel that this is a chance to

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

98

PM5-93
(conf'd)

1 let America stand on its own two feet. You
2 know, I'm just sick of seeing the
3 destruction.
4 I'm all for it. It's a safe job, if
5 there's a problem you're going to have
6 plenty -- plenty of regulators onsite.
7 Just give it a fair shot. That's all I
8 have to say.

9 Thank you.

10 MS. LEE: Number thirty-seven.

11 MR. CORRENTE: Hi, good evening. My

PM5-94

12 name's Lenny Corrente, and I'm -- C-O-R-R-
13 E-N-T-E. And I just got one comment about
14 the fellow that was talking about creating
15 jobs and all the statistics about greener
16 jobs. They're not just jobs to us, they're
17 -- they're our careers. And I'm in fully
18 favor of the expansion. Thank you.

19 MS. LEE: Okay. And number thirty-
20 eight.

21 MS. GOODMAN: Hello, my name is Dana
22 Goodman. D-A-N-A, G-O-O-D-M-A-N.

23 And I'm coming here as a
24 Burrillville -- I grew up in Burrillville.
25 My mother still lives here. I'm also the

PM5-94

Comment noted.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

	99
	1 chair of our Rhode Island Sierra Club.
PM5-95	2 And I hold a degree in environmental
	3 science and policy. And I'm opposed to
	4 this project because it affects my future
	5 and my children's future. And I don't even
	6 have kids. I'm thirty-one and I'm afraid
	7 have kids because of projects like this
	8 one.
	9 But I grew up here and I intend to
	10 visit my mom and bring my future kids here,
	11 and visit their grandmother. But I don't
	12 even know if that's going to be something
	13 that's safe to do.
	14 I could speak until I'm blue in the
	15 face about all the science, and everything
	16 that everyone's said today has been great,
	17 but the most important thing that I learned
PM5-96	18 at my Master's degree is that it's not just
	19 about one project. It's not just about a
	20 certain level of -- of allowable
	21 contaminants. It's not about, you know, a
	22 safe maximum contaminant level, it's about
	23 the overall accumulation of toxins over
	24 time.
	25 Love Canal, haven't we learned

PM5-95 Comment noted.

PM5-96 Emission impact analyses are included in section 4.11.1.3 of the EIS, including long-term periods.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

	100
	1 anything from that? I've heard so many
	2 stories about irreversible effects in
	3 communities from projects like this one.
	4 And the problem with a project like this,
	5 is that you don't know what the effects are
	6 until it's way down the line and it's way
	7 too late, way too late. You don't know
	8 where your cancer is coming from because it
	9 takes years and years of small amounts of
	10 exposure to get into your body to make you
	11 sick. So, we might say that this project
	12 is safe now and that natural gas is safe
	13 now, but down the line in twenty years and
PM5-97	14 thirty years, you're not going to know it
	15 was the natural gas that gave you cancer;
	16 you're not going to know it was the
	17 Methane, or the Toluene or the Benzene,
	18 you're not going to know. And that's my
	19 main project with this -- problem with this
	20 project.
	21 I'm also opposed to this project
PM5-98	22 because I love the place where I live.
	23 Burrillville is beautiful. And I love the
	24 environment here. Something that's
	25 important and I want to read, this is from

PM5-97 See the response to comment PM5-96.

PM5-98 Comment noted.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

	101
	1 Burrillville's website.
PM5-99	2 It says (as read:) Visit
	3 Burrillville. Burrillville's rich history
	4 dates back to America's industrial
	5 revolution and the town was most known for
	6 its abundant open space, pristine lakes,
	7 woodlands and hiking, challenging biking,
	8 excellent hunting and fishing and glorious
	9 scenery.
	10 Isn't that why we all live here?
	11 Because we appreciate that. It's a
	12 beautiful place to live. And a project
	13 like this does not support that way of life
	14 that we -- that we came here for.
	15 So, my position on this project is
PM5-100	16 no fracking way. No fracking way. And I
	17 oppose the whole entire thing, because it's
	18 not just about Burrillville, it's not just
	19 about Massachusetts, it's not just about
	20 New York, it's not just about one single
	21 area, it's about the whole entire concept
	22 of getting energy from these kinds of
	23 sources.
	24 I know enough about fracking to know
	25 that it is just nasty. It's a nasty thing.

PM5-99 The Project facilities would not impact Burrillville's open spaces, lakes, forest areas, or recreational activities. The only Project facilities in Rhode Island consist of additional compression at the existing Burrillville Compressor Station, within the existing property boundary.

PM5-100 Comment noted.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

102		
	1	And what my previous commentators have said
	2	is true, we are better than this. We have
	3	better options and we have a responsibility
	4	to ourselves and our children to do better.
	5	And I was out doing environmental
	6	advocacy because that's what I do. And I
	7	tried to get a woman to talk to me on my
	8	side, and she was older. And she looked at
	9	me and she said you know what, I'm on my
PMS-101	10	way out anyway, I could care less. Well,
	11	I'm not on my way out and I want to bring
	12	new souls into this world and so that's why
	13	I oppose this project.
	14	MS. LEE: Number thirty-nine.
	15	MS. CLIFFORD: Hi, my name is Rachel
	16	Clifford. That's C-L-I-F-F-O-R-D.
	17	I work for the Laborers New England
	18	Region Organizing Fund. I am a researcher.
PMS-102	19	And I just want to say that I am in
	20	full support for this Algonquin Natural Gas
	21	expansion project.
	22	I am a native Rhode Islander. My
	23	parents were before me, my grandparents
	24	were before them. And New England needs
	25	this. We are on the verge of an energy

PM5-101 Comment noted.

PM5-102 Comment noted.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

103

PM5-102
(cont'd)

1 crisis. Coal and oil are moving out and we
2 need something to get us by.

3 As a researcher I can say that the
4 technology behind solar and wind is not
5 there yet for New England. We're not
6 there. We'd love to be. Everybody wants
7 to be and we will someday. But the
8 suggestions that people are giving with --
9 with all these renewables or with the solar
10 power, it's just not -- it's not going to
11 happen right now.

12 For decades, Spectra Energy has been
13 a responsible neighbor as a pipeline owner
14 in this community and region. And I do
15 urge -- I do urge you please to approve the
16 permit for this project so we can bring
17 this much needed gas to New England.

18 Thank you.

19 MS. SUTER: All right. That's the
20 last person who took a ticket. Given the
21 time, if there's anyone who did not get to
22 go to the back and get a ticket but wants
23 to come up and say something, you can raise
24 your hand right now.

25 MS. YABLONSKI: I will.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

104

1 MS. SUTER: Okay. One at a time.
2 There's two of you, so first one closest to
3 me, the lady in the front, you can come up
4 first. And then the man in the back.

5 MS. YABLONSKI: I'm not prepared at
6 all, but I live --

7 MS. SUTER: State your name and then
8 spell it for us.

9 MS. YABLONSKI: Deborah Yablonski.
10 D-E-B-O-R-A-H, Y-A-B-L-O-N-S-K-I.

11 I'm not sure how far I am, I'm
12 guessing I'm about three, four miles from
13 Algonquin. I really only recently heard
14 about this, I don't know why, I'm very
15 busy. I have -- I'm a farmer. And I also
16 manage the local Burrillville farmers'
17 market.

18 So, my circle of friends, people I
19 talk to are very much into the environment.
20 We love Burrillville. We work really hard
21 to kind of spread the healthy, sustainable
22 lifestyle to the people of Burrillville.

23 I've been here for twenty-eight
24 years. And it's interesting because I've
25 been in the last three months probably, I

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

105

PM5-103

1 get up in the middle of the night, you
2 know, since it's summer we have the windows
3 open. And I'm saying the pump is running
4 and I'm going like in the dark through the
5 garden and trying to find where the leak
6 is, thinking something, go down the
7 basement, the pump's not running. So,
8 that's air pollution coming from Algonquin
9 I'm -- from I understand, it has to be.
10 It's this hum and it drives me crazy. You
11 know, that was never the case before.

12 I bike regularly, I turn probably --
13 I -- I'd go down, I -- I don't know, it's
14 probably about eight to ten miles. I turn

PM5-104

15 right before Algonquin so I haven't
16 actually seen -- I -- I understand there's
17 a lot of trees coming down, a lot of
18 construction. Quite a bit of work being
19 done there that is, I'm guessing,
20 preparation for this expansion. People who
21 I've talked to since I've just recently
22 became aware of this are like, oh, it's a
23 done deal. They're already doing it.
24 That's why a lot of people aren't here,
25 they're like they're going to do it anyway,

PM5-103

See the response to comment IND242-2 for additional information regarding Burrillville Compressor Station noise impacts. See the response to comments SA4-1 and SA4-9 for additional information regarding compressor station emissions.

PM5-104

The Project has not been approved or denied at this point in time. We also note that a final EIS does not constitute approval of a project. After issuance of the final EIS, the Commission will consider the analysis presented in the final EIS, along with other non-environmental issues in determining whether to approve or deny the Project. The AIM Project is also not under construction, and may not start construction without written authorization from the FERC.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

	106
	1 what could we do. I'm amazed. So, I'm
	2 very encouraged by the people who have
	3 spoke tonight and I appreciate your support
	4 in educating everybody including myself
	5 about this. It's a bad thing. I came here
PM5-105	6 for the beauty of Burrillville. I have
	7 animals, I have livestock who we eat. We
	8 have wells; we drink the water; feed the
	9 water to our animals. We raise the
	10 vegetables that are coming into a lot of
	11 your home if you shop at the farmers'
	12 market. And natural gas will never help
	13 me. It's not coming, all these people are
	14 all excited because they're putting gas
	15 lines through Burrillville and they're like
	16 oh, this is great. It's not going to help
	17 them either from what I understand. But a
	18 gas line -- natural gas, this means nothing
	19 to me, personally in my home. We're never
	20 going to -- the benefit, we're never going
	21 to reap any benefits from it. It's going
	22 to destroy the value of our property and we
	23 own quite a bit of property. I just, I
	24 hate it, okay. I think it's a really bad
	25 project and not in my backyard, not in

PM5-105 Comment noted.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

	107
	1 anybody's backyard. I -- I think that we
PM5-106	2 have much better options than this and
	3 money could be invested much more wisely in
	4 a more sustainable energy.
	5 So, thank you.
	6 MR. LAPLANTE: Good evening. Thank
	7 you for giving me a moment. My name is
	8 Brother Laplante. I am the -- L-A-P-L-A-N-
	9 T-E.
PM5-107	10 I am a business representative of
	11 the United Association Plumbers and
	12 Pipefitters Local 51. I had the -- and I
	13 am in full support of this. I had the
	14 fortunate experience of building the last
	15 expansion, and being up there, and knowing
	16 how safely it was built as a person who did
	17 it. I did it and I know the new one will
	18 be better and built with newer technology
	19 and safer technology. And I know that's a
	20 large part of what's going on here is what,
	21 you know, what can happen if something goes
	22 wrong.
	23 I caution everybody here to the fact
	24 that what's up there now is sixty years old
	25 and they want to replace it. So, we --

PM5-106 See the response to comment FL4-11.

PM5-107 Comment noted.

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

108

PM5-107
(cont'd)

1 that's why we want to, you know, we're in
2 full support of this. We want to replace
3 it, we want to make it new and make it
4 safer.

5 While I do applaud wind energy, we
6 all do, the technology isn't there yet to
7 build enough of these to replace what we
8 have to do with fossil.

9 Those are just a few comments that
10 I'd like to say, and thank you for your
11 time.

12 MS. SUTER: Okay. Those were in my
13 hands. So, the formal part of this meeting
14 will close, but before we do I'm just going
15 to remind everybody that within FERC we
16 have a website at WWW.FERC.GOV. And there
17 is a link there called eLibrary. And
18 within that you can use the docket for this
19 project, which is CP14-96. And you can use
20 eLibrary to gain access to everything that
21 is on the record for this project. That is
22 every filing that's been made by Algonquin,
23 everything that has been put on the record
24 by FERC, anything that's been put on the
25 record by any agency involved with this

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

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1 project or any interested party who has
2 filed any comment or anything. It's all on
3 the record at that location.

4 After a few weeks, the transcripts
5 from this meeting will be placed on the
6 public record. However, if you would like
7 to receive copies of the transcription
8 before our posting, they are available at a
9 cost through the court reporter. Please
10 see her after this meeting if you are
11 interested in that.

12 On behalf of the Federal Energy
13 Regulatory Commission I want to thank you
14 for coming tonight.

15 Let the record show that the meeting
16 concluded at 8:42 p.m.

17

18 (Hearing concluded at 8:42 p.m.)

19

20

21

22

23

24

25

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

110

- 1 SPEAKERS:
- 2 Peter Nightingale
- 3 Janice Creamer
- 4 Gael Taddeo
- 5 Tony Affigne
- 6 John Phillips
- 7 Abel Collins
- 8 Gary Ezovski
- 9 Paul MacDonald
- 10 Nick Katkevich
- 11 Stephen Dodge
- 12 Kathleen Martley
- 13 Liberty Goodwin
- 14 Paul Klinkman
- 15 John Glasheen
- 16 Michael Caron
- 17 Peter Galvin
- 18 Robert Malin
- 19 Kathryn Sherman
- 20 Paul Raymond
- 21 Lisa Petrie
- 22 David Brunetti
- 23 Amanda Mainville
- 24 Rachel Bishop
- 25 Leigh Gilbert

PM5 – Public Meeting in Mapleville, Rhode Island (cont'd)

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1 SPEAKERS:
2 Joe Chetwood
3 Karen Palmer
4 Manuel Marques
5 Lenny Corrente
6 Dana Goodman
7 Rachel Clifford
8 Deborah Yablonski
9 Mr. Laplante
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APPLICANT

A1 – Algonquin Gas Transmission, LLC

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ALGONQUIN GAS TRANSMISSION, LLC
5400 Westheimer Court
Houston, TX 77056-5310
713.627.5400 main

Mailing Address:
P.O. Box 1642
Houston, TX 77251-1642



September 2, 2014

Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street, NE
Washington, DC 20426

Re: *Algonquin Gas Transmission, LLC*, Docket No. CP14-96-000
Supplemental Information – Response to DEIS Condition Number 31

Dear Ms. Bose:

On February 28, 2014, Algonquin Gas Transmission, LLC (“Algonquin”) filed with the Federal Energy Regulatory Commission an Abbreviated Application for Certificate of Public Convenience and Necessity and for Related Authorizations for the Algonquin Incremental Market Project (“AIM Project”) in the above-referenced docket. On August 6, 2014, the Commission Staff issued its Draft Environmental Impact Statement (“DEIS”) for the Project that contained a number of Environmental Staff Mitigation Recommendations. Algonquin hereby submits supplemental information including a response to Condition Number 31 of the DEIS.

Should you have any questions regarding this filing, please contact me at (713) 627-4488 or Chris Harvey at (713) 627-5113.

Respectfully submitted,

/s/ Berk Donaldson

Berk Donaldson
General Manager, Rates and Certificates

Enclosures

cc: Maggie Suter (FERC)

www.spectraenergypartners.com

A1 – Algonquin Gas Transmission, LLC (cont'd)

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**Supplemental Information for the
Algonquin Incremental Market Project**

September 2, 2014

**Algonquin Gas Transmission, LLC
Docket No. CP14-96-000**

Prepared for:

**Federal Energy Regulatory Commission
Office of Energy Projects
888 First Street, N.E., Room 1A
Washington, DC 20426**

A1 – Algonquin Gas Transmission, LLC (cont'd)

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APPENDICES

Appendix A – Revised Alignment Sheet

A1 – Algonquin Gas Transmission, LLC (cont'd)

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A1-1	<p>1.0 INTRODUCTION</p> <p>On February 28, 2014, Algonquin Gas Transmission, LLC ("Algonquin") filed its Abbreviated Application for a Certificate of Public Convenience and Necessity and for Related Authorizations ("Application") with the Federal Energy Regulatory Commission ("Commission") for its Algonquin Incremental Market Project. On August 6, 2014, the Commission Staff issued its Draft Environmental Impact Statement ("DEIS") for the Project that contained a number of Environmental Staff Mitigation Recommendations.</p> <p>In this filing, Algonquin provides a response to Condition Number 31 that states the following.</p> <p><i>31. Prior to the end of the draft EIS comment period, Algonquin shall file with the Secretary the results of consultations with National Grid and details of any route variations agreed upon in order to relocate the interconnection from St. Theresa Avenue to avoid or minimize impacts on St. Theresa of Avila School and Parish. If the pipeline is not relocated, then Algonquin shall file with the Secretary a site-specific construction plan for St. Theresa of Avila School and Parish.</i></p> <p>Algonquin has continued to consult with property owners, public officials and other stakeholders along the proposed West Roxbury Lateral route. Through discussions specifically with National Grid and the leadership of both St. Theresa Parish and The Roxbury Latin School, Algonquin has adjusted the end point of the West Roxbury Lateral. The details of this route variation are discussed below.</p> <p>1.1 West Roxbury Lateral Route Variation MP 5.07 to MP 5.08</p> <p>1.1.1 Engineering and Environmental Considerations</p>
A1-2	<p>As a result of discussions with National Grid and several stakeholders along St. Theresa Avenue which serves as the primary entrance road for both St. Theresa Parish and School and The Roxbury Latin School, Algonquin has incorporated a route variation that relocates the end point of the West Roxbury Lateral to the north side of the intersection of Spring Street and Centre Street where the West Roxbury Lateral will connect to the existing National Grid pipeline system (see revised Alignment Sheet in Appendix A). The alignment sheet depicts the adjusted end point of the West Roxbury Lateral and shows the previous route in a white dashed line. Since the West Roxbury Lateral will connect directly to the National Grid pipeline system at this location, Algonquin will no longer require the buried vault type of installation initially contemplated.</p> <p>By incorporating this variation, approximately 375 feet of the filed route along St. Theresa Avenue has been eliminated and no portion of St. Theresa Avenue will be impacted during construction. Algonquin has discussed this route variation with representatives of both St. Theresa Parish and The Roxbury Latin School. Representatives of both institutions have indicated that this change addresses concerns regarding the potential impacts to their facilities. In addition, this route variation results in a reduction in construction workspace of 0.50 acres, which would have been within industrial land use.</p> <p>Because of these advantages, this route variation has been incorporated into the West Roxbury Lateral pipeline route.</p>
<hr/>	
Supplemental Information, September 2, 2014 2 AIM Project	

A1-1 The EIS has been revised to incorporate the variation at MP 5.1 into the proposed pipeline route. The portion of section 4.8.5.3 of the EIS pertaining to St. Theresa of Avila School and Parish has also been updated.

A1-2 Section 3.5.2.2 of the EIS has been revised to include an evaluation of this route alternative/variation. Because the variation at MP 5.1 avoids or minimizes impacts on both St. Theresa Parish and The Roxbury Latin School, as well as St. Theresa Avenue, the EIS has been revised to incorporate the variation into the proposed pipeline route.

A1 – Algonquin Gas Transmission, LLC (cont'd)

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APPENDIX A

Supporting Drawings and Maps


- ♦ Revised Alignment Sheet

A-6

Applicant

A2 – Algonquin Gas Transmission, LLC

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ALGONQUIN GAS TRANSMISSION, LLC 5400 Westheimer Court Houston, TX 77056-5310 713.627.5400 main	Mailing Address: P.O. Box 1642 Houston, TX 77251-1642	
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September 19, 2014

Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street, NE
Washington, DC 20426

Re: *Algonquin Gas Transmission, LLC*, Docket No. CP14-96-000
Supplemental Information – Response to DEIS Conditions Number 29, 30, & 31

Dear Ms. Bose:

On February 28, 2014, Algonquin Gas Transmission, LLC (“Algonquin”) filed with the Federal Energy Regulatory Commission an Abbreviated Application for Certificate of Public Convenience and Necessity and for Related Authorizations for the Algonquin Incremental Market Project (“AIM Project”) in the above-referenced docket. On August 6, 2014, the Commission Staff issued its Draft Environmental Impact Statement (“DEIS”) for the Project that contained a number of Environmental Staff recommended mitigation conditions. Algonquin hereby submits supplemental information responding to conditions number 29, 30, & 31 of the DEIS which were related to the West Roxbury Lateral. Algonquin is also submitting other minor pipeline and workspace adjustments that are proposed along the West Roxbury Lateral route as a result of further consultation with landowners, stakeholders and agencies, as well as additional field research.

Should you have any questions regarding this filing, please contact me at (713) 627-5113 or DeAndra Black at (713) 627-5350.

Respectfully submitted,

/s/ Chris Harvey
Chris Harvey
Director, Rates and Certificates

Enclosures
cc: Maggie Suter (FERC)

www.spectraenergypartners.com

A2 – Algonquin Gas Transmission, LLC (cont'd)

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ALGONQUIN GAS TRANSMISSION, LLC

AIM PROJECT

DOCKET NO. CP14-96-000

Verification

A2 – Algonquin Gas Transmission, LLC (cont'd)

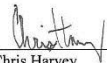
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VERIFICATION

THE STATE OF TEXAS)
)
COUNTY OF HARRIS)

Chris Harvey, being first duly sworn, states that he is Director, Rates and Certificates, for Algonquin Gas Transmission, LLC; that he is authorized to execute this Verification; that he has read the foregoing document and is familiar with the contents thereof; and that all allegations of fact therein contained are true and correct to the best of his knowledge and belief.

ALGONQUIN GAS TRANSMISSION, LLC



Chris Harvey
Director, Rates and Certificates

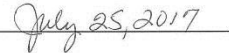
Subscribed and sworn to before me this 19th day of September, 2014.





Notary Public, State of Texas


My Commission Expires:



July 25, 2017

A2 – Algonquin Gas Transmission, LLC (cont'd)

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**Supplemental Information for the
Algonquin Incremental Market Project**

**Response to FERC Staff's Recommended Mitigation
Conditions for the West Roxbury Lateral**

September 19, 2014

**Algonquin Gas Transmission, LLC
Docket No. CP14-96-000 | FERC/EIS-0254D**

Prepared for:

**Federal Energy Regulatory Commission
Office of Energy Projects
888 First Street, N.E., Room 1A
Washington, DC 20426**

A2 – Algonquin Gas Transmission, LLC (cont'd)

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A2 – Algonquin Gas Transmission, LLC (cont'd)

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A2-1	<p>1.0 INTRODUCTION</p> <p>On February 28, 2014, Algonquin Gas Transmission, LLC ("Algonquin") filed its Abbreviated Application for a Certificate of Public Convenience and Necessity and for Related Authorizations ("Application") with the Federal Energy Regulatory Commission ("Commission" or "FERC") for its Algonquin Incremental Market Project. On August 6, 2014, the Commission Staff issued its Draft Environmental Impact Statement ("DEIS") for the Project that contained Staff's recommended mitigation conditions.</p> <p>In this filing, Algonquin responds to Staff's mitigation recommendations related to the West Roxbury Lateral. Algonquin is also submitting other minor pipeline and workspace adjustments that are proposed along the West Roxbury Lateral route as a result of further consultation with landowners, stakeholders and agencies, as well as additional field research. With the incorporation of the proposed modifications and those filed with the Commission on September 2, 2014, the length of the West Roxbury Lateral has been reduced from 5.1 miles to 4.9 miles, a reduction of 0.2 miles. The length of the proposed 16-inch diameter pipeline is now 4.09 miles and the length of the 24-inch diameter pipeline is now 0.81 miles. The modifications result in a 2.9 acre reduction in the overall workspace area required to construct the West Roxbury Lateral. Algonquin is providing a redline version of Table 4.8.1-1 from the DEIS that reflects the nature of these changes by land use type in Appendix A.</p>
A2-2	<p>1.1 Responses to FERC Staff's Recommendations</p> <p>29. <i>Prior to the end of the draft EIS comment period, Algonquin shall file with the Secretary a site-specific construction plan for St. Patrick's Church, the Buchanan-Verplanck Elementary School, Dodd Stadium, and Gonzalez Field. The plans shall be developed in consultation with the officials from each facility and include:</i></p> <ul style="list-style-type: none"> <i>a. details on the location of the facilities relative to the proposed construction activities;</i> <i>b. a description of the construction activities that would occur adjacent to the site;</i> <i>c. the timing of construction activities (i.e., months of the year, days of the week, and hours of the day);</i> <i>d. details on the timing of construction relative to scheduled games (for Dodd Stadium);</i> <i>e. a description of the construction methods that would be used (for Gonzalez Field);</i> <i>f. specific measures that would be implemented to minimize conflicts and impacts on the users of these facilities (for Dodd Stadium, particularly when games are in progress); and</i> <i>g. documentation of consultation with officials from each facility.</i> <p>The portion of this recommendation related to the West Roxbury Lateral involves Gonzalez Field, a recreational field in the Town of Dedham between approximately mile posts ("MP") 2.42 and MP 2.67. Algonquin has continued to consult with the Town of Dedham and the Massachusetts Department of Transportation ("MassDOT") regarding the proposed route across this recreational field. As reported in the Application, the current pipeline alignment across the field was based on information received from MassDOT at a meeting in December 2013 regarding the possibility of a future expansion of the Harris Street Bridge. Since filing the Application, Algonquin provided a Project overview to the Dedham Parks and Recreation Department, which is responsible for and coordinates the Town's use of Gonzalez Field, at its meeting on April 14, 2014. At that public meeting, the Town asked Algonquin to re-visit with MassDOT the proposed placement of the pipeline across Gonzalez Field as it relates to the possible future Harris Street Bridge expansion. Subsequently, Algonquin met with the District Director for MassDOT District 6 and his senior staff on April 16, 2014 to discuss the Project, generally, and the alignment across Gonzalez Field, specifically. At that meeting, MassDOT reconsidered its previous position and stated that it has no</p>
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A2-1 The EIS has been revised to reflect the changes to the proposed route and Project design.

A2-2 Section 3.5.2.2 of the EIS has been revised to include an evaluation of this route variation and it has been incorporated into our overall assessment of the proposed facilities in the final EIS. The portion of section 4.8.5.3 of the EIS pertaining to Gonzalez Field has also been updated.

A2 – Algonquin Gas Transmission, LLC (cont'd)

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A2-2
(cont'd)

foreseeable plans to expand the bridge. Therefore, MassDOT agreed that Algonquin could revise its alignment across Gonzalez Field by placing the pipeline closer to the Harris Street Bridge but not within the sloped area. MassDOT reaffirmed its position at a subsequent meeting on July 16, 2014. In each instance, Algonquin has conveyed the results of those discussions to the Town of Dedham, with the Town expressing support for that change. As a result, Algonquin is proposing a modified route alignment across Gonzalez Field which moves the proposed pipeline closer to Providence Highway, thus minimizing the impacts to the recreational field. The modified route is depicted on Alignment Sheets BB-A-2012 in Appendix D. Table 29-1 compares the proposed route to the filed route.

As noted, Algonquin representatives have reviewed the revised alignment across Gonzalez Field with the Town of Dedham. Algonquin has also continued to discuss the Town's ownership interest and the field's current use, to address the impacts to this field, and to consider ways to minimize those impacts. To date, Algonquin has provided information to the Town concerning instances in other communities where Algonquin's facilities are located in proximity to athletic facilities. Algonquin also made a presentation concerning the Project to the Dedham Board of Selectmen on September 4, 2014, which included a discussion of the modified route across Gonzalez Field. The presentation was also televised on a local cable channel.

Algonquin will construct the Project facilities in accordance with the Best Management Practices outlined in its AIM Project E&SCP and with all federal and state regulations and permit requirements in order to minimize impacts during construction, operation and maintenance. In addition, based on discussions with the Dedham Parks and Recreation Department, Algonquin has agreed to construct across Gonzalez Field after the conclusion of the Town's soccer program in the fall, thereby commencing construction in mid-November of 2015.

TABLE 29-1 Comparison of New Route to the Corresponding Segment of the Filed Route (Gonzalez Field, MP 2.42 – MP 2.67)			
Environmental Factor	Unit	New Route	Corresponding Segment of the Filed Route
Length	Mile(s)	0.10	0.25
Land Affected Temporarily During Construction	Acre(s)	1.03 TWS	1.35 TWS
New Land Affected Permanently For O&M	Acre(s)	0.37	0.81
Land Use	Type	0.89 Open Space 0.14 Industrial/Commercial	1.20 Open Space 0.15 Industrial/Commercial
Residences within 50 feet	Number	0	0
Waterbodies Crossed	Number	0	0
Wetlands Affected	Acre(s)	0	0
NOTES: TWS = Temporary Workspace.			

Given the advantages of minimizing impacts to the recreational field and the fact that the environmental impacts of the modified route are less than that of the filed route, Algonquin is requesting that the route variation be incorporated into the proposed route.

A2-3

30. ***Prior to the end of the draft EIS comment period, Algonquin shall file with the Secretary the proposed construction schedule for the Norfolk Golf Club that would minimize impacts***

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A2-3

Section 3.5.2.2 of the EIS has been revised to include an evaluation of this route variation and it has been incorporated into our overall assessment of the proposed facilities in the final EIS. The portion of section 4.8.5.3 of the EIS pertaining to Norfolk Golf Club has also been updated.

A2 – Algonquin Gas Transmission, LLC (cont'd)

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A2-3
(cont'd)

on use of the club, any other measures developed in consultation with the club owners to minimize impacts on the golf course during construction, and documentation of consultation with the club owners.

Algonquin has continued to consult with the Norfolk Golf Club in an effort to coordinate construction across the golf course between MP 0.0 to MP 0.16 in Westwood, Massachusetts. As a result of this continued dialogue, the members of the Golf Club have requested a slightly modified route across the golf course than that filed with the FERC. The modified route is depicted on Alignment Sheet BB-A-2001 in Appendix D. At its furthest point, the newly proposed route is approximately 197 feet west of the filed route. According to the Norfolk Golf Club representatives, the modified route is preferable to the filed route because the modified route is a shorter route that affects less playable area of the golf course. The modified route also avoids the existing tee box for the 5th hole. Copies of correspondence with the Norfolk Golf Club are included in Appendix B. Table 30-1 compares the proposed route to the filed route.

Similar to the filed route, the proposed modified route crosses a small wetland area (water hazard) in the middle of the 5th fairway albeit at a slightly wider point (9 feet verses 10 feet). Algonquin has met with the owners to discuss the construction schedule and has committed to complete construction across the golf course in the fall or winter months to minimize impacts to the membership. Algonquin agreed to this schedule so that the pipeline can be completed and allow the golf course features can be fully restored by the following season to avoid negatively impacting business operations at the golf club.

TABLE 30-1 Comparison of New Route to the Corresponding Segment of the Filed Route (Norfolk Golf Club, MP 0.0 – MP 0.16)			
Environmental Factor	Unit	New Route	Corresponding Segment of the Filed Route
Length	Mile(s)	0.12	0.16
Land Affected Temporarily During Construction	Acre(s)	1.21 TWS	1.33 TWS
New Land Affected Permanently For O&M	Acre(s)	0.41	0.78
Land Use	Type	0.92 Open Space 0.29 Forested	0.94 Open Space 0.39 Forested
Residences within 50 feet	Number	0	0
Waterbodies Crossed	Number	1	1
Wetlands Affected	Acre(s)	0	0
NOTES: TWS = Temporary Workspace.			

Given the advantage of minimizing impacts to the golf course, landowner support for the route variation, and that the environmental impacts of the modified route are less than that of the filed route, Algonquin is requesting that the route variation be incorporated into the proposed route.

A2-4

31. *Prior to the end of the draft EIS comment period, Algonquin shall file with the Secretary the results of consultations with National Grid and details of any route variations agreed upon in order to relocate the interconnection from St. Theresa Avenue to avoid or minimize impacts on St. Theresa of Avila School and Parish. If the pipeline is not relocated, then Algonquin shall file with the Secretary a site-specific construction plan*

A2-4

Section 3.5.2.2 of the EIS has been revised to include an evaluation of this route variation and it has been incorporated into our overall assessment of the proposed facilities in the final EIS. The portion of section 4.8.5.3 of the EIS pertaining to St. Theresa of Avila School and Parish has also been updated.

A2 – Algonquin Gas Transmission, LLC (cont'd)

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A2-4
(cont'd)

for St. Theresa of Avila School and Parish. The plan shall be developed with the parish leadership and include:

- details on the location of the school and parish facilities relative to the proposed construction activities;
- a description of the construction activities that would occur at the site;
- the timing of construction activities (i.e., days of the week and hours of the day);
- specific measures that would be implemented to minimize conflicts with the school and parish; and
- documentation of consultation with the parish leadership.

On September 2, 2014, Algonquin submitted a supplemental filing that addressed the recommendations related to St. Theresa of Avila School and Parish on St. Theresa Avenue in West Roxbury at the end of the West Roxbury Lateral. In addition, as a result of further consultation with National Grid, Algonquin has agreed to shift the pipeline alignment within Centre Street from the intersection of Grove and Centre Streets to the vicinity of the relocated interconnection point with National Grid in order to minimize further the overall impacts to Centre Street. The modified pipeline location is depicted on Alignment Sheets BB-A-2018 to BB-A-2021 in Appendix D.

Currently, National Grid is installing a new 12-inch diameter plastic pipeline within Centre Street in West Roxbury between approximately MP 4.35 and 5.04. When this work is completed over the next several weeks, National Grid will abandon its existing 6-inch diameter cast iron pipeline in place. As a result, National Grid will have two abandoned pipelines in Centre Street, a 6-inch cast iron pipeline and a 12-inch diameter steel pipeline. Algonquin has coordinated with National Grid and has agreed to install the proposed 24-inch diameter pipeline in the location of the abandoned 12-inch diameter steel pipeline, thereby utilizing the same trench. By utilizing that existing trench, the Project will have greater certainty concerning its ability to avoid existing utilities and thereby minimize the overall construction-related impacts to Centre Street. No change in the filed construction workspace is required to accommodate this pipeline alignment shift. Because of the advantages of this pipeline shift, Algonquin is requesting that it be incorporated as part of the proposed route.

1.2 Other Minor Pipeline and Workspace Adjustments

Algonquin has continued to consult with property owners, public officials and other stakeholders along the proposed West Roxbury Lateral route. In addition, Algonquin has completed its evaluation of the locations of existing buried utilities along the route. As a result, Algonquin is proposing several minor route and workspace adjustments to accommodate stakeholder and engineering considerations. Table 1.2-1 provides a listing of the modifications. A description of each modification follows.

TABLE 1.2-1 Summary of Route Variations and Other Changes Incorporated into the AIM Project					
Milepost Start End		State	Municipality	Length (miles)	Reason for Incorporation
<u>Route Variation</u>					
0.30	0.41	Pipeline Shift	Westwood	0.11	Centerline of pipeline shifted within previously filed workspace to avoid existing drainage outfall. No workspace changes.

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A2 – Algonquin Gas Transmission, LLC (cont'd)

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Milepost Start	Milepost End	State	Municipality	Length (miles)	Reason for Incorporation
0.59	1.08	MBTA Route Variation and Pipeline Shift	Dedham	0.49	Route variation across MBTA to avoid utilities and address impacts to the Town's plans to construct a "kiss and ride" drop off center. Adjusted pipeline within Rustcraft Road and Elm Street to increase offset from National Drive entrance to Legacy Place and to avoid existing utilities.
1.10	2.42	MassDOT Pipeline Shift	Dedham	1.32	Route variation at the intersection of Elm Street and Providence Highway around Legacy Blvd entrance to Legacy Place. Pipeline to be routed in north-bound passing lane of Providence Highway all the way to Gonzalez Field. Providence Highway workspace reductions. Eliminate TAR and TVS from Legacy Place to McVeal Way.
2.99	3.82	Mother Brook Route Variation and Pipeline Shift		0.83	Avoided Mother Brook in water crossing and shifted pipeline within previously filed workspace to increase offset from existing MWRA water line.
4.14	4.25	Slight Pipeline Alignment Shift in Grove Street		0.11	Centerline of pipeline shifted within previously filed workspace to avoid existing utilities. No workspace changes.
Approx. MP	Workspace Changes				
Variable	Reduce Permanent ROW from 50 feet to 30	Westwood/Dedham/ West Roxbury	N/A		Previously filed alignment sheets depicted 50 feet of permanent easement throughout. Algonquin will only require a 30-foot permanent easement.
1.07	Added Workspace		N/A		Additional temporary workspace on Fox TV property to facilitate access for emergency vehicles during construction.
2.57	Added Workspace		N/A		Additional temporary workspace for staging/parking.

1.2.1 Pipeline Shift MP 0.30 to MP 0.41

A2-6

Algonquin has continued to collect information on the presence of existing underground utilities along the West Roxbury Lateral. During detailed survey activities on the Meditech property in Westwood, between approximately MP 0.30 and MP 0.41, the presence of a drainage outfall was discovered. As a result, Algonquin is proposing to shift the centerline of the pipeline approximately 10 feet to the south of the filed pipeline alignment to avoid the existing drainage outfall. Algonquin is not proposing any change to the construction workspace limits, just the location of the pipeline.

Because this pipeline shift avoids existing underground utilities and there are no changes in the environmental impacts as a result of this shift, Algonquin is requesting that it be incorporated as part of the proposed route.

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A2-6

This shift in the centerline of the pipeline has been incorporated into our review of the proposed route.

A2 – Algonquin Gas Transmission, LLC (cont'd)

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SpectraEnergy
Partners

A2-7 **1.2.2 MBTA Route Variation and Pipeline Shift MP 0.59 to MP 1.08**

This route variation addresses design considerations at the existing Massachusetts Bay Transit Authority ("MBTA") crossing, avoids utilities within Elm Street and involves a shift of the pipeline in Rustcraft Road and Elm Street to the side away from Legacy Place. It also recently came to Algonquin's attention that a "kiss and ride" parking area will be built on Rustcraft Road adjacent to the proposed route variation. Access to this area during the pipeline construction will be managed with the traffic management controls. The modified pipeline location is depicted on Alignment Sheets BB-A-2004 to BB-A-2007 in Appendix D.

Based on the alignment as filed with Algonquin's Application, Algonquin, Legacy Place, and National Amusements agreed to several general construction mitigation measures which were intended to minimize the potential impacts from construction directly on the three principal exit and entrance points into Legacy Place (i.e., National Drive, Legacy Boulevard and Legacy Place Driveway adjacent to LL Bean).

Once the geotechnical survey work was completed, the Project team met with representatives from Legacy Place and National Amusements on July 8, 2014 and August 18, 2014. The purpose of these meetings was to provide a general update concerning the Project status, particularly with regard to the revised alignment within Rustcraft Road, Elm Street and Providence Highway and the traffic management plans which were being developed to support that alignment. An updated West Roxbury Lateral Traffic Management Plan is provided in Appendix C.

Both Legacy Place and National Amusements acknowledged that the proposed shift in alignment, both within Elm Street and Providence Highway, significantly addressed their concerns when compared to the alignment as initially proposed by shifting the construction away from the three exit and entrance points into Legacy Place. Algonquin is no longer proposing to cross the entrances since the pipeline alignment has shifted away from those entrances and at least one paved lane for each turning movement will be maintained at all times. Further, Algonquin is committed to completing the installation of the pipeline within Providence Highway in the nighttime (i.e., 9:00 p.m. and 5:00 a.m.) based on discussions with MassDOT. Algonquin is also committed to continued coordination with Legacy Place and National Amusements as well as with other abutters in this area, throughout the remainder of the permitting and construction process.

TABLE 1.2.2-1
Comparison of New Route to the Corresponding Segment of the Filed Route
(MBTA Route Variation, MP 0.59 – MP 1.08)

Environmental Factor	Unit	New Route	Corresponding Segment of the Filed Route
Length	Mile(s)	0.49	0.49
Land Affected Temporarily During Construction	Acre(s)	4.65 TWS	4.57 TWS
New Land Affected Permanently For O&M	Acre(s)	0.14	0.14
Land Use	Type	4.29 Industrial/Commercial 0.36 Residential	4.21 Industrial/Commercial 0.36 Residential
Residences within 50 feet	Number	0	0
Waterbodies Crossed	Number	0	0
Wetlands Affected	Acre(s)	0	0

NOTES:
TWS = Temporary Workspace.

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A2-7

Section 3.5.2 of the EIS has been revised to include an evaluation of this route variation and it has been incorporated into our overall assessment of the proposed facilities in the final EIS.

A2 – Algonquin Gas Transmission, LLC (cont'd)

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A2-7
(cont'd)

Given these advantages and the fact that there are no significant changes in the environmental impacts as a result of this route variation and pipeline shift within Rustcraft Road and Elm Street, Algonquin is requesting that the route variation be incorporated into the proposed route.

1.2.3 MassDOT Pipeline Shift MP 1.10 to MP 2.42

A2-8

This pipeline shift addresses potential impacts to traffic flow patterns along Providence Highway and minimizes utility crossings. Algonquin also observed that such a shift would eliminate the direct impacts to the driveways along Providence Highway which support a number of businesses. By shifting the pipeline location along Providence Highway, Algonquin is also able to reduce the extent of the proposed temporary construction workspace by approximately 2.46 acres. The location of the pipeline shift is depicted on Alignment Sheets BB-A-2007 to BB-A-2012 in Appendix D.

Algonquin met with the District Director for MassDOT District 6 and his senior staff on July 16, 2014 to provide an update concerning the Project and address the feasibility of constructing in the passing lanes of Providence Highway in the vicinity of Legacy Place. MassDOT was supportive of that possibility and suggested that Algonquin consider extending the alignment in the passing lane for the entire length of the work within Providence Highway. Meeting notes are included in Appendix B. From MassDOT's perspective, such a revision would lessen the overall impact to traffic flow along Providence Highway while also minimizing utility crossings. Algonquin also observed that such a shift would eliminate the direct impacts to the driveways along Providence Highway which support a number of businesses. For example, the two entrances off of Providence Highway into Legacy Place would no longer be directly involved in construction activities and a well-designed traffic management plan would ensure that the entrances and exits were minimally affected. By staying entirely within Providence Highway, Algonquin is able to eliminate the section of the previously filed pipeline route and construction workspace that previously extended away from Providence Highway at approximately MP 1.36 and crossed Legacy Boulevard and McNeil Way.

Moreover, MassDOT indicated that such work needed to occur at nighttime (i.e., 9:00 p.m. and 5:00 a.m.), which further reduces the potential impacts to Legacy Place and all along Providence Highway due to the significant reduction in traffic volume at night. At a meeting on August 18, 2014 both Legacy Place and National Amusements acknowledged that the shift in alignment within Providence Highway and nighttime construction hours served to address significantly their concerns when compared to the alignment as initially proposed.

TABLE 1.2.3-1 Comparison of New Route to the Corresponding Segment of the Filed Route (MassDOT-Providence Highway, MP 1.10 – MP 2.42)			
Environmental Factor	Unit	New Route	Corresponding Segment of the Filed Route
Length	Mile(s)	1.21	1.32
Land Affected Temporarily During Construction	Acre(s)	8.44 TWS	10.90 TWS
New Land Affected Permanently For O&M	Acre(s)	0	0
Land Use	Type	8.44 Industrial/Commercial	10.90 Industrial/Commercial
Residences within 50 feet	Number	0	0
Waterbodies Crossed	Number	0	0
Wetlands Affected	Acre(s)	0	0

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A2-8

Section 3.5.2 of the EIS has been revised to include an evaluation of this route variation and it has been incorporated into our overall assessment of the proposed facilities in the final EIS.

A2 – Algonquin Gas Transmission, LLC (cont'd)

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A2-8
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TABLE 1.2.3-1 Comparison of New Route to the Corresponding Segment of the Filed Route (MassDOT-Providence Highway, MP 1.10 – MP 2.42)			
Environmental Factor	Unit	New Route	Corresponding Segment of the Filed Route
NOTES: TWS = Temporary Workspace.			

Given these advantages, including the corresponding reduction in construction workspace, Algonquin is requesting that the route variation within Providence Highway be incorporated into the proposed route.

1.2.4 Mother Brook Route Variation and Pipeline Shift MP 2.99 to MP 3.82

A2-9

Algonquin has continued to consult with the Town of Dedham and MassDOT regarding the route across Mother Brook at MP 3.1. As reported in the Application, the proposed route deviated from Washington Street to cross Mother Brook due to the presence of an existing box culvert that carried Mother Brook under Washington Street. In the Application, Algonquin indicated that it was investigating the specific engineering details of the existing box culvert under Washington Street.

Since that time, Algonquin consulted further with MassDOT and obtained the design details of the box culvert under Washington Street as well as other buried utilities. Meeting notes are included in Appendix B. Algonquin determined that there is sufficient space above the box culvert to accommodate the pipeline within Washington Street. As a result, Algonquin is proposing to continue the pipeline within Washington Street from approximately MP 2.99 to MP 3.2 to avoid both the crossing of Mother Brook and the disturbance to other nearby residences and businesses along Eastbrook Street and Lower East Street. Algonquin is also proposing a shift in the pipeline location within Washington Street, from MP 3.2 to MP 3.82, by approximately 25 feet from the west-bound travel lane to the east-bound travel lane to avoid an existing buried Massachusetts Water Resources Authority ("MWRA") water line. No workspace changes are proposed within this section of the route shift. The location of the variation and pipeline shift is depicted on Alignment Sheets BB-A-2014 to BB-A-2017 in Appendix D.

As noted, the advantages of this variation and pipeline shift are that they avoid direct impacts to Mother Brook, avoid temporary construction impacts to businesses and homes along Eastbrook Street and Lower East Street and avoid impacting the existing MWRA water line within Washington Street. A comparison of environmental impacts between the filed route and the proposed route variation is provided in Table 1.2.4-1.

TABLE 1.2.4-1 Comparison of New Route to the Corresponding Segment of the Filed Route (Mother Brook Route Variation, MP 2.99 – MP 3.82)			
Environmental Factor	Unit	New Route	Corresponding Segment of the Filed Route
Length	Mile(s)	0.14	0.83
Land Affected Temporarily During Construction	Acre(s)	1.38 TWS	1.58 TWS
New Land Affected Permanently For O&M	Acre(s)	0	0
Land Use	Type	0.12 Open Space	0.07 Open Space

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A2-9

Section 3.5.2 of the EIS has been revised to include an evaluation of this route variation and it has been incorporated into our overall assessment of the proposed facilities in the final EIS.

A2 – Algonquin Gas Transmission, LLC (cont'd)

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A2-9
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TABLE 1.2.4-1 Comparison of New Route to the Corresponding Segment of the Filled Route (Mother Brook Route Variation, MP 2.99 – MP 3.82)			
		0.88 Industrial/Commercial 0.38 Residential	0.06 Open Water 0.80 Industrial/Commercial 0.63 Residential
Residences within 50 feet	Number	48	50
Waterbodies Crossed *	Number	0	1
Wetlands Affected	Acres(s)	0	0

NOTES:
TWS = Temporary Workspace.

/a – The new proposed route will cross above the box culvert carrying Mother Brook and will not be impacted.

Because of these advantages, Algonquin is requesting that the route variation and pipeline shift be incorporated into the proposed route.

1.2.5 Slight Pipeline Alignment Shift in Grove Street MP 4.14 to MP 4.25

A2-10

Algonquin has continued to collect information on the presence of existing underground utilities along the West Roxbury Lateral route. During detailed survey activities along Grove Street in West Roxbury, between approximately MP 4.14 and MP 4.25, the presence of a combined sewer line was discovered. As a result, Algonquin is proposing to shift the centerline of the pipeline approximately 5 feet to the north of the filed pipeline alignment to avoid the existing utility. The location of the pipeline shift is depicted on Alignment Sheet BB-A-2018 in Appendix D. Algonquin is not proposing any change to the construction workspace limits, just the location of the pipeline. Because of these advantages, Algonquin is requesting that the route variation be incorporated into the proposed route.

A2-10

This shift in the centerline of the pipeline has been incorporated into our review of the proposed route and assessment of the proposed facilities in the final EIS.

1.2.6 Reduce Permanent ROW Width from 50 feet to 30 feet

A2-11


Along the West Roxbury Lateral route, the majority of the pipeline will be constructed within roadways by permit and, will therefore, not require any permanent easement for operations of the pipeline. In the remaining locations, Algonquin will acquire permanent easement rights from the property owners. In the Application, Algonquin reflected a 50-foot permanent easement on its filed alignment sheets. For the proposed 16-inch diameter pipeline, Algonquin will only acquire a 30-foot permanent easement. As a result, the alignment sheets have been updated to reflect the reduction in the permanent easement width (see Sheets BB-A-2001 to BB-A-2004 Appendix D). Table 1.2.6-1 depicts the two locations where this modification has occurred and presents the reduced land use impact acreage. Table 1.2.6-1 only reflects the modifications that fall outside of the route variations discussed in Section 1.1.

A2-11

The reduced permanent right-of-way width has been incorporated into our review of the proposed route and assessment of the proposed facilities in the final EIS.

TABLE 1.2.6-1 Locations of Reduced Permanent Right-Of-Way					
MP Range	Municipality	Affected Land Use	Proposed Route	Corresponding Segment of the Filled Route	Overall Reduced Impact
0.17-0.42	Westwood	Open Land, Forested, Industrial/Commercial	0.88 acres	1.47 acres	0.59 acres
0.47-0.59	Westwood/Dedham	Industrial	0.44 acres	0.59 acres	0.15 acres

A2 – Algonquin Gas Transmission, LLC (cont'd)

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1.2.7 Additional Workspace (MP 1.07)	
A2-12	To facilitate access for emergency vehicles during construction as may be necessary, Algonquin has added additional temporary workspace ("ATWS") on the Fox TV property at MP 1.07 in Dedham. The ATWS is 0.04 acres in size and is located adjacent to Fox Drive within an existing parking lot (industrial/commercial land use). The location of the ATWS is depicted on Alignment Sheet BB-A-2007 in Appendix D.
1.2.8 Additional Workspace (MP 2.57)	
A2-13	To facilitate staging of equipment and materials needed for construction of the West Roxbury Lateral, Algonquin has added ATWS on private property at MP 2.57 in Dedham. The ATWS is 0.46 acres in size and is located at the intersection of East Street and High Street. The property is vacant and does not contain any structures. It is best classified as industrial/commercial land use. The location of the pipeline shift is depicted on Alignment Sheets BB-A-2012 and BB-A-2013 in Appendix D.
Supplemental Information, September 19, 2014 10 ADM Project	

A2-12 The ATWS has been added and incorporated into our review of the proposed route and assessment of the proposed facilities in the final EIS.

A2-13 The ATWS has been added and incorporated into our review of the proposed route and assessment of the proposed facilities in the final EIS.

A2 – Algonquin Gas Transmission, LLC (cont'd)

The attachments to this letter are too voluminous to include in this EIS. They are available for viewing on the FERC website at <http://www.ferc.gov>. Using the “eLibrary” link, select “General Search” from the eLibrary menu, enter the selected date range and “Docket No.” excluding the last three digits (i.e., CP14-96-000), and follow the instructions. For assistance please contact FERC Online Support at FERCOnlineSupport@ferc.gov or toll free at 1-866-208-3676, or for TTY, contact 202-502-8659. The Category/Accession number for this submittal is 20140919-5149.

A3 – Algonquin Gas Transmission, LLC

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ALGONQUIN GAS TRANSMISSION, LLC
5400 Westheimer Court
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Mailing Address:
P.O. Box 1642
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September 29, 2014

Ms. Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street, NE
Washington, DC 20426

Re: *Algonquin Gas Transmission, LLC*, Docket No. CP14-96-000
Transmittal Letter for Response to DEIS

Dear Ms. Bose:

On February 28, 2014, Algonquin Gas Transmission, LLC (“Algonquin”) filed with the Federal Energy Regulatory Commission an Abbreviated Application for Certificate of Public Convenience and Necessity and for Related Authorizations for the Algonquin Incremental Market Project (“AIM Project”) in the above-referenced docket. On August 6, 2014, the Commission Staff issued its Draft Environmental Impact Statement (“DEIS”) for the Project, including requests for information as part of Staff’s mitigation recommendations (“Staff Requests”) and establishing a deadline for comments on the DEIS of September 29, 2014. On September 2, 2014, and September 19, 2014, Algonquin submitted responses to certain of the Staff Requests.

In Attachment A of this submission, Algonquin responds to each Staff Request that was not addressed in the two prior responses. Additionally, Algonquin is hereby submitting its comments on the DEIS in Attachment B hereto. Algonquin’s comments address (i) the withdrawal of the request for authorization for the proposed Yorktown contractor/pipe yard, (ii) the status of the northern long-eared bat, (iii) AIM Project air emissions, and (iv) cumulative impacts of the AIM Project and Algonquin’s Atlantic Bridge Project, which is currently under development. Algonquin is also suggesting certain clarifications to the DEIS, which are listed in tabular form in Attachment C. None of Algonquin’s responses or comments result in substantial changes in the proposed action or provide significant new circumstances or information relevant to environmental concerns.¹

¹ 40 C.F.R. § 1502.9 (2013).

A3 – Algonquin Gas Transmission, LLC (cont'd)

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Ms. Kimberly D. Bose, Secretary
September 29, 2014
Page 2

If you have any questions regarding this filing, please contact me at (713) 627-4488 or
Chris Harvey, Director, Rates and Certificates at (713) 627-5113.

Respectfully submitted,

/s/ Berk Donaldson
Berk Donaldson

Enclosure

cc: Maggie Suter (FERC)

A3 – Algonquin Gas Transmission, LLC (cont'd)

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Attachment A

A3 – Algonquin Gas Transmission, LLC (cont'd)

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Attachment B

A3 – Algonquin Gas Transmission, LLC (cont'd)

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DEIS COMMENTS

Yorktown Pipe Yard.

A3-1 Algonquin is no longer proposing to utilize a pipe and contractor ware yard at the Granite Knolls West Park in the Town of Yorktown. Accordingly, Staff should revise the DEIS to reflect that Algonquin is withdrawing its proposal to use the ware yard in the Town of Yorktown.¹

Northern long-eared bat.

A3-2 The northern long-eared bat is currently proposed for federal listing as an endangered species with a final rule now anticipated in April 2015.² The description of the timing of the final rule in Section 4.7.1.3 of the DEIS (page 4-111) should be revised accordingly to reflect this new anticipated date.

Air Emissions.

A3-3 Algonquin has determined that certain proposed changes to the Stony Point, Chaplin and Burrillville compressor stations are no longer necessary and, as a result, is proposing scope changes to Table 2.1.2-1 as reflected in Attachment D. Given that all of the changes to these compressor stations will reduce the scope of the proposed facilities and the related impacts, these changes are not significant and do not affect the analysis or conclusions of the DEIS.

Algonquin also is proposing changes to Tables 4.11.1-7 through 4.11.1-11 to reflect updated air emissions information included in permit amendments filed with the relevant state agencies.³ The proposed changes to the tables, reflected in Attachment J, are the result of the scope changes to the three compressor stations discussed above, as well as due to minor adjustments to the relevant calculations. All of these changes to the air emissions tables are *de minimis*, except for the amount of CO₂e shown in the Proposed Modified Station PTE line for the Southeast Compressor Station in Table 4.11.1-8 and related amounts of greenhouse gas ("GHG") emissions in the first full paragraph on page 4-236. The CO₂e and greenhouse gas emissions reported in the DEIS differ from the emissions provided by Algonquin in a June 20, 2014 filing.⁴ This proposed change to correct the potential CO₂e for Southeast in Table 4.11.1-8 and to update the total GHG emissions, as measured in CO₂e, for all modified compressor stations does not reflect

¹ References to the Yorktown yard are included in Table 2.2.3-1 (p. 2-15), Section 4.2.1.3 (p. 4-19), Section 4.3.2.1 (p. 4-39), Section 4.4.1 (p. 4-56), Section 4.5.1.3 (p. 4-72), Section 4.5.4.3 (p. 4-81), Section 4.6.1.4 (p. 4-88), and Section 4.8.5.1 (p. 4-157). In addition, certain tables will need to be revised to remove the acreage associated with the yard.

² Bulletin: U.S. Fish and Wildlife Service Reopens Comment Period on Proposal to List the Northern Long-eared Bat as an Endangered Species (June 30, 2014), available at <http://www.fws.gov/midwest/news/734.html>. On June 30, 2014, FWS announced a 6-month extension of the final determination of whether to list the northern long-eared bat as endangered and reopened the comment period on the proposed rule to list the species due to substantial disagreement regarding the sufficiency or accuracy of the available data relevant to FWS's determination regarding the proposed listing. 6-Month Extension of Final Determination on the Proposed Endangered Status for the Northern Long-Eared Bat, 79 Fed. Reg. 36,698 (June 30, 2014). FWS will publish a listing determination on or before April 2, 2015. *Id.*

³ A copy of each permit amendment is included in Attachment E.

⁴ Algonquin Gas Transmission, LLC, Supplemental Information – Air Quality Information, Docket No. CP14-96-000 (June 20, 2014) ("Supplemental Filing").

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A3-1 The EIS has been revised to reflect the withdrawal of the pipe and contractor ware yard at the Granite Knolls West Park in the Town of Yorktown.

A3-2 The EIS has been revised to reflect the change in the anticipated final rule date for the northern long-eared bat.

A3-3 Tables 4.11.1.7 to 4.11.1.11 of the EIS have been updated to reflect this information.

A3 – Algonquin Gas Transmission, LLC (cont'd)

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A3-3
(cont'd) a significant change in terms of regional GHG emissions.⁵ The emissions information provided in the attached table for Southeast is consistent with the information that Algonquin has provided to the New York State Department of Environmental Conservation ("NYSDEC") and which will be reflected in the modified air permit that NYSDEC will subject to public review.

A3-4 *Cumulative Impacts.*

The purpose of the AIM Project is to provide 10 New England shippers with 342,000 dekatherms per day ("Dth/d") of additional natural gas supply to meet immediate and future load growth demands and to reduce volatility in natural gas pricing. The AIM Project is designed to enable Algonquin to provide 342,000 Dth/d of firm transportation service from Algonquin's existing receipt point in Ramapo, New York, to various Algonquin city gate delivery points in southern New England, including Connecticut, Rhode Island and Massachusetts. The AIM Project shippers include eight local distribution companies and two municipal utilities that need the transportation capacity to provide natural gas distribution service to end users in Southern New England. State regulatory proceedings or municipal meetings for each of the AIM Project shippers addressed the need for the AIM Project to provide access to supply in order to meet market demand in Southern New England beginning in November 2016. Subject to regulatory approval, construction of the AIM Project is anticipated to occur in 2015 and 2016.

Notwithstanding the AIM Project, as the DEIS explains on page 4-272, Algonquin continues to evaluate various options to modify other parts of its existing interstate natural gas pipeline system to meet the growing market demand for increased energy in the Northeast. One such option is referred to as the Atlantic Bridge Project, which may include work in New York, Connecticut, Rhode Island, and Massachusetts in 2017. As the DEIS also notes, the "specific details about the Atlantic Bridge Project are currently not developed and no applications have been filed." As a result, there is no "proposal" for action pending before FERC relating to the Atlantic Bridge Project. See 40 C.F.R. § 1508.23.

Even if the Atlantic Bridge Project develops at some future date to the point of being a "proposal" for purposes of NEPA, the AIM Project is an unconnected single action that has independent utility. See 40 C.F.R. § 1508.25. The AIM Project will proceed irrespective of whether Atlantic Bridge (or any other future "proposals" relating to system modifications or expansions) occurs. The AIM Project does not depend on any other actions for its justification nor automatically cause other actions to occur. Therefore, the proper scope of the EIS for the AIM Project is limited to that action, and the AIM Project is not connected to the Atlantic Bridge Project or any other system modifications.

The potential Atlantic Bridge Project is based on interest for additional natural gas supplies in New England (including New Hampshire and Maine) and the Canadian Maritime provinces. Increased demand for more natural gas supplies in the Northeast continues, due to price volatility in the cold winter months as well as state and local initiatives to convert combustion sources from coal and oil to cleaner-burning natural gas. These supplies would be

⁵ The changes to these amounts reflect the amounts included in the Supplemental Filing with *de minimis* adjustments to reflect the updated amounts in the permit amendments.

A3-4

Section 4.13 of the EIS has been revised to include additional information regarding the potential cumulative impacts of the Atlantic Bridge Project.

A3 – Algonquin Gas Transmission, LLC (cont’d)

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A3-4
(cont'd)

outside of the 342,000 Dth/d contracted for under the AIM Project. Algonquin and its affiliate, Maritimes & Northeast Pipeline, L.L.C. (“Maritimes”), conducted a formal open season to determine market demand for additional natural gas supply that could involve additional expansions of the existing Algonquin and Maritimes systems. The open season for the Atlantic Bridge Project, which was completed in March 2014, reflected interest for additional natural gas supplies by local distribution companies, power generators and industrial customers across southern New England, northern New England and Atlantic Canada. Algonquin expects that Atlantic Bridge Project customers will include some southern New England customers, but will also include northern New England and Canadian customers delivering volumes to Maritimes at the end of the Algonquin system in Beverly, Massachusetts. Those customers are also seeking transportation service on Maritimes’ system to transport natural gas to their delivery points off Maritimes’ system or to the point of interconnection between Maritimes and Maritimes & Northeast Pipeline Limited Partnership at the Canadian border for deliveries in Canada.

As a result, Algonquin began to study the feasibility of increasing the delivery of gas supplies to these areas. Initial feasibility review involved conducting surveys along the existing pipeline right-of-way and meeting with landowners and municipal officials so that Algonquin could begin to define the scope of any such new project. At this time, Algonquin has not entered into any precedent agreements for additional natural gas transportation services with any shipper. Nonetheless, Algonquin has begun to present the possibility of a future Atlantic Bridge Project to landowners in informational sessions across New York and the New England states. Algonquin anticipates that, if such potential project does move forward and subject to regulatory approval, it will construct the Atlantic Bridge Project during 2017 and place the facilities into service in November 2017.

Notwithstanding the current lack of any “proposal” for NEPA purposes relating to a future Atlantic Bridge Project, more is known now about the Atlantic Bridge Project and its reasonably foreseeable impacts should the project move forward than was the case at the time of the issuance of the DEIS. As a result, Algonquin provides below, based on the current preliminary plans, a map-level analysis of the current reasonably foreseeable impacts of an Atlantic Bridge Project that may contribute to cumulative impacts to the same affected environments as those of the AIM Project. Algonquin notes, however, that the Atlantic Bridge Project is still preliminary and changes to the routing and design may occur.

Cumulative Impacts

Cumulative impacts may result when the environmental effects associated with a proposed project are added to temporary (construction-related) or permanent (operations-related) impacts associated with other past, present, or reasonably foreseeable future projects. Although the individual impact of each separate project might not be significant, the additive or synergistic effects of multiple projects on the same affected environments could be significant. As noted, Algonquin is in the early planning stages of the Atlantic Bridge Project. Tables 1-1 and 1-2 list the anticipated pipeline facilities being contemplated for expansion under the Atlantic Bridge

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A3 – Algonquin Gas Transmission, LLC (cont'd)

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Project.⁶ Subject to regulatory approvals, construction of the Atlantic Bridge Project is currently anticipated to occur in 2017, which is after the 2015-2016 anticipated AIM Project construction period.

TABLE 1.1. SUMMARY OF CURRENTLY PROPOSED ATLANTIC BRIDGE PROJECT PIPELINE FACILITIES				
State, Facility Name	Description	Proposed Diameter	County	Length (miles)
New York				8
Mahwah Adder Lift And Relay	Replace existing 26" pipeline	42"	Rockland	1.2
Stony Point Lift And Relay	Replace existing 26" pipeline	42"	Putnam & Westchester	6.8
Connecticut				29.7
Chaplin System Loop	Add loop pipeline	36"	Windham	3.9
Cromwell System Loop	Extend existing 36" loop pipeline	36"	Hartford, Middlesex, & Tolland	11.9
B-1 System Lift And Relay	Replace existing 6" pipeline	16"	New London	2.2
Oxford Lift And Relay	Replace existing 26" pipeline	42"	New Haven	5.6
P-1 System Loop	Add loop pipeline	12"	Hartford	1.9
Southeast Lift And Relay	Replace existing 26" pipeline	42"	Fairfield	4.2
Massachusetts				11.3
G-4 System Loop	Add loop pipeline	16"	Bristol	0.2
G-8 System Lift And Relay	Replace existing 8" pipeline	20"	Barnstable	1
Q-1 System Loop	Add loop pipeline	30"	Norfolk	10.1
Rhode Island				3.5
G-2 System Loop	Add loop pipeline	12"	Newport	2.2
G-4 System Loop	Add loop pipeline	16"	Newport	1.3
Grand Total				52.5

TABLE 1.2. SUMMARY OF CURRENTLY PROPOSED ATLANTIC BRIDGE PROJECT ABOVEGROUND FACILITIES		
State Facility Name	Description	Location (County, Municipality)
New York		
Southeast Compressor Station	Add compression	Putnam, Southeast

⁶ As currently proposed, only three segments of Atlantic Bridge pipeline facilities will overlap or be adjacent to AIM Project pipeline facilities.

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A3 – Algonquin Gas Transmission, LLC (cont'd)

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(cont'd)

TABLE 1.2. SUMMARY OF CURRENTLY PROPOSED ATLANTIC BRIDGE PROJECT ABOVEGROUND FACILITIES		
State Facility Name	Description	Location (County, Municipality)
Stony Point Compressor Station	Add compression	Rockland, Stony Point
<i>Connecticut</i>		
Chaplin Compressor Station	Add compression and cooling	Windham, Chaplin
Cromwell Compressor Station	Add compression	Middlesex, Cromwell
Oxford Compressor Station	Add compression	New Haven, Oxford
<i>Massachusetts</i>		
Weymouth Compressor Station	New compressor station	Norfolk, Weymouth
<i>Rhode Island</i>		
Burrillville Compressor Station	Add compression	Providence, Burrillville

The following analyzes the potential for cumulative impacts resulting from construction and operation of the Atlantic Bridge Project, based on current preliminary plans, on environmental resources affected by the proposed AIM Project.

Geology, Soils, and Sediments

The facilities associated with the Atlantic Bridge Project are expected to have a temporary but direct impact on near-surface geology, soils, and sediments. Clearing and grading associated with construction of the Atlantic Bridge Project and the AIM Project could accelerate the soil erosion process and, without adequate protection, could result in discharge of sediment to adjacent waterbodies and wetlands. Because the direct effects would be localized and limited primarily to the period of construction, cumulative impacts on geology, soils, and sediments would only occur if other projects are constructed at the same time and place as the proposed Atlantic Bridge Project facilities. The construction schedule of the AIM Project does not coincide with the schedule anticipated for the Atlantic Bridge Project. The AIM Project would be constructed and the right-of-way restored before potential construction of the Atlantic Bridge Project. As with the AIM Project, Algonquin would implement the FERC Plan for the Atlantic Bridge Project to establish a baseline for minimizing the potential for erosion as a result of water or wind action and to aid in reestablishing vegetation after construction of each project. In addition, disturbance associated with construction activities would be minimized and mitigated through the application of best management practices ("BMPs") that would be incorporated in the Atlantic Bridge Project Erosion and Sedimentation Control Plan ("E&SCP"). Should hazardous materials or contaminated soils and/or sediments be encountered during construction, they would be disposed of at fully licensed and permitted disposal facilities in accordance with applicable state and federal laws and regulations. As a result, any cumulative effects on geological resources, soils, and sediments from the AIM Project and Atlantic Bridge Project are expected to be temporary and minor.

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A3 – Algonquin Gas Transmission, LLC (cont'd)

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Water Resources and Wetlands

Based on current preliminary plans, construction of the Atlantic Bridge Project facilities could affect 45.9 acres of wetland and cross 77 waterbodies. The Connecticut River is expected to be crossed using the horizontal directional drill ("HDD") method, which would avoid all direct in-stream effects; however, there is a potential for in-stream impacts should an inadvertent release of drilling mud occur during the crossing. Algonquin would prepare a Best Drilling Practices HDD Plan that describes measures that would be implemented in the event of an inadvertent release of drilling fluid similar to the plan prepared for the Hudson River HDD for the AIM Project.

Sediment loading could also occur due to runoff from construction activities near wetlands and waterbodies. These resources could also be affected by a spill of hazardous liquids or the excavation and dispersal of contaminated sediments during trenching. The AIM Project and Atlantic Bridge Project would be required by the terms and conditions of their respective Section 404 authorizations to provide compensatory mitigation for unavoidable wetland impacts. The AIM Project has also been required to minimize these effects by implementing wetland and waterbody construction and mitigation measures, including erosion control measures that comply with applicable federal and state permit requirements.

Much of the Atlantic Bridge Project is located within the watersheds crossed by the AIM Project, and could potentially result in impacts on wetlands and surface waters. Therefore, there is the potential that cumulative impacts could result if the Atlantic Bridge Project were constructed in addition to the AIM Project; however, the Atlantic Bridge Project would contribute little to the long-term cumulative impacts on wetlands and waterbodies. Impacts on surface waters resulting from project construction would end shortly after the pipelines are installed and most of the impact on wetlands would also be of short duration. It is anticipated that most of the affected wetlands would be restored and most are expected to return to a pre-construction state within a few years. Avoidance and minimization requirements would be followed, however if Atlantic Bridge Project facility construction necessitated any permanent wetland impacts, those impacts are likely to be small in area. Permanent impacts would be minimized to the extent practical and mitigation measures would be implemented as necessary pursuant to applicable regulations. The Atlantic Bridge Project would also be subject to all federal and state regulatory requirements, including wetland and waterbody construction and mitigation measures to minimize impacts to wetlands and water bodies from that project.

Both projects would also occur within the New York City Watershed and would be subject to additional requirements provided for in a stormwater pollution prevention plan ("SWPPP"). The SWPPPs must be approved by the New York City Department of Environmental Protection, and that ensures construction is completed in a manner that protects the watershed and does not result in significant cumulative impacts to the watershed.

Therefore, the cumulative effect on waterbodies and wetlands from the Atlantic Bridge and AIM Project would be temporary and minor.

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A3 – Algonquin Gas Transmission, LLC (cont'd)

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Vegetation and Wildlife

When projects are constructed at or near the same time, the combination of construction activities could have a cumulative impact on vegetation and wildlife in the same affected environments. Clearing, grading, and other construction activities associated with the AIM Project and Atlantic Bridge Project would result in the removal of vegetation, alteration of wildlife habitat, displacement of wildlife, and other secondary effects such as forest fragmentation and establishment of invasive plant species.

For each project, Algonquin would implement mitigation measures to minimize the potential for erosion and to minimize the degree and duration of the impact on vegetation and wildlife, which measures would be required in the applicable federal and state permits. These measures include revegetating disturbed areas, increased stabilization of site conditions, and control of the spread of noxious weeds and other invasive species. Because a significant portion of the proposed pipeline facilities for both projects would be within Algonquin's existing pipeline ROWs, public roadways, railways and/or other utility ROWs, impacts on vegetation and wildlife would be minimal. Therefore, while the cumulative effect on vegetation and wildlife from the AIM Project and Atlantic Bridge Project could result in some time delay in the restoration of impacted vegetated areas where construction of the two projects are located in the same affected environment, the overall impact is still temporary and expected to be minor.

Cultural Resources

Past disturbances to cultural resources are typically related to urban development, accidental disturbances, intentional destruction or vandalism, lack of awareness of historic value, and construction, maintenance, and operations associated with existing infrastructure. Federally regulated projects would include mitigation measures designed to avoid or minimize additional direct impacts on cultural resources. Non-federal actions would need to comply with any identification procedures and mitigation measures required by the states of New York, Connecticut, Rhode Island and Massachusetts for properties listed or eligible for listing on state registers. As has occurred for the AIM Project, the Atlantic Bridge Project would be subject to review under Section 106 of the National Historic Preservation Act, which requires consultation with State Historic Preservation Officers ("SHPOs") and Indian Tribes in order to ensure such project minimizes impacts to historic properties and archaeological resources, including properties listed or eligible for listing on the National Registers of Historic Places. Algonquin has also developed specific plans to address unanticipated discoveries of cultural resources and human remains in the event they are discovered during construction for the AIM Project, and it is expected a similar plan for review by the relevant SHPOs would be prepared for the Atlantic Bridge Project. Accordingly, it is not expected that the AIM Project and Atlantic Bridge Project would result in significant cumulative impacts to cultural resources, particularly since both projects would be constructed generally within existing disturbed ROW.

Socioeconomics

The Atlantic Bridge Project and the AIM Project would generate temporary construction jobs. The supply of construction workers needed for these projects may be derived from workers

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A3 – Algonquin Gas Transmission, LLC (cont'd)

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employed near the construction areas. This would provide a direct economic benefit to those individuals and the communities in which they reside. The non-local laborers involved with each project would represent an increase in the percent of the total population in each of the project areas; however, the potentially vacant rental units available in both project areas would offer enough housing for non-local workers. In addition, the Atlantic Bridge Project counties have the necessary infrastructure to provide public services and utilities to support that project.

There would be positive cumulative economic benefits from these two projects. Taxes generated from operation of the projects would result in an annual tax revenue increase. Permanent employment would also increase as a result of the operation and maintenance of these projects, with the cumulative benefit of potentially lowering local unemployment rates over a several-year period.

Construction work would occur generally within existing ROW within the Towns listed in Table 1.1, which represent different economic and ethnic backgrounds. Accordingly, the two projects would not result in a disproportionate impact to environmental justice communities.

Land Use

The Atlantic Bridge Project and the AIM Project would result in both temporary and permanent changes to current land uses. It is anticipated that 100 percent of the 52.5 miles of Atlantic Bridge Project pipeline facilities would be within or adjacent to existing ROW, consisting primarily of Algonquin pipeline ROW, and including small areas of public roadways, railways, and/or other utility ROWs. Approximately 700 acres of land area could be affected by the Atlantic Bridge Project during construction and operation. Much of this land would be within existing ROW (approximately 390 acres), but the Atlantic Bridge Project could require approximately 110 acres of new permanent ROW. New permanent impacts on land use would be minimal, however, because the majority of the land affected by construction of the Atlantic Bridge Project would be allowed to revert to prior uses following construction. No additional restrictions would be required, except for a small area of land that would be required for the new permanent pipeline easement, operation of aboveground facilities, and permanent access roads. Following construction, the majority of affected areas would be restored and relinquished back to the landowner without restrictions. Some new restrictions would be imposed on the new permanent ROW, but primarily these would be limited to activities such as deep excavations or the construction of new, permanent structures that could threaten the integrity of the pipeline or preclude Algonquin's ability to maintain the pipeline. Because a relatively small area of land used by the Atlantic Bridge Project would be converted to another land use type and because construction would be short term, the cumulative effect on land use from both the AIM Project and Atlantic Bridge Project would be temporary and minor.

Traffic, Parking, and Transit

There is little potential for cumulative traffic, parking and transit impacts from the Atlantic Bridge Project since it is not scheduled to take place at the same time as the AIM Project. Several factors would minimize the potential for cumulative traffic impacts, including the total distance of the Atlantic Bridge Project and the tendency for construction workers to frequently

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A3 – Algonquin Gas Transmission, LLC (cont'd)

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share rides and travel to and from work during off-peak hours. Construction would be scheduled for work within roadways and specific crossings so as to avoid commuter traffic and schedules for school buses and local city transit buses to the greatest extent practical. To minimize traffic delays at open-cut road crossings, Algonquin would establish detours before cutting these roads. If no reasonable detours are feasible, at least one traffic lane of the road would be left open, except for brief periods when road closure would be required to lay the pipeline. Appropriate traffic management and signage would be set up and necessary safety measures would be developed in compliance with applicable permits for work in the public roadway. Traffic safety personnel would be on hand during periods of construction. Provisions would be made for detours or otherwise to permit traffic flow. On-street parking may also be temporarily impacted during construction.

Some landowners, however, that are located adjacent or in proximity to work areas that involve pipeline construction, modifications to compressor stations, or modifications to metering stations for the AIM Project and Atlantic Bridge Project would notice construction, along with the temporary traffic and parking impacts described above, over two construction periods (i.e., potentially construction in 2016 and 2017). However, while the cumulative impact of the two projects would thus result in some additional impact related to the duration of the construction period for work on the interstate natural gas pipeline system, construction during each of these construction periods for the two projects is overall relatively short and thus would not result in significant cumulative adverse impacts due to construction traffic and parking. Similarly, some municipalities would notice additional construction vehicles using municipal roads over two construction periods, but the number of construction vehicles is overall small for each project and thus also would not result in significant adverse cumulative impacts.

Given each project's short duration of construction activities, cumulative impacts on traffic, parking and transit would be temporary and minimal.

Infrastructure and Public Services

The cumulative impact of the Atlantic Bridge Project and the AIM Project on infrastructure and public services would depend on the specific services required for each project. Operation of the Atlantic Bridge Project would not have a major impact on public services since it would not require the construction of new public roads, extensive new sewer or water systems, or result in significant changes in local population levels.

Air Quality and Noise

Both the AIM Project and Atlantic Bridge Project would have short-term impacts on air quality related to construction activities. Such activities would result in combustion emissions from the operation of construction equipment, commuting construction workers, and equipment delivery vehicles, as well as fugitive dust emissions from soil excavation and other construction activities. However, the AIM Project would be constructed in 2016 and the Atlantic Bridge Project is currently anticipated to be constructed in 2017. Therefore, construction of the two projects would not overlap. As discussed above, some landowners that are located in close proximity to both the AIM Project and Atlantic Bridge Project would notice increased emissions

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A3 – Algonquin Gas Transmission, LLC (cont'd)

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(cont'd)

and fugitive dust and noise during two construction years. As occurred for the AIM Project, Algonquin would be required to examine construction emissions pursuant to Clean Air Act General Conformity regulations for the Atlantic Bridge Project. Moreover, it is expected that FERC would also require the development of a Fugitive Dust Control Plan for the Atlantic Bridge Project as is required for the AIM Project. Moreover, work is expected to occur during the day and not at nighttime hours and construction must be in compliance with FERC noise standards. Thus, it is not expected that landowners and other individuals located near both the AIM Project and Atlantic Bridge Project work areas would be subject to cumulative impacts on air or noise quality from construction activities.

The AIM Project and Atlantic Bridge Project would also result in air quality impacts from ongoing operation of the pipeline and aboveground facilities. However, meaningful quantification of the air quality impacts from the Atlantic Bridge Project cannot be provided at this time because the individual customer requirements have not yet been fully determined, and the resultant Atlantic Bridge Project facilities are as yet not clearly defined. [Note that, as discussed below, both projects are subject to regulation under the CAA and state law.]

Nevertheless, with respect to pipeline and metering and regulating (M&R) station operating emissions, both projects primarily involve modifications to existing facilities, which would likely not result in sufficient amounts of new air emissions that could significantly affect air quality either individually or cumulatively. With respect to compressor station operating emissions, all proposed work for both projects would be subject to ambient air quality analyses, pursuant to applicable federal and state air permitting requirements, as a prerequisite to receiving regulatory approvals. Prior to issuance of air quality approvals, the authorities must make a determination that the cumulative effect of both projects would not cause or contribute to an exceedance of ambient air quality standards, that the appropriate level of control of new air emissions would be installed, and that the compressor stations would be in compliance with all applicable federal and state air quality regulations and permit conditions. All of these factors would minimize the potential ambient air quality impacts from both projects. Further development would ultimately be restricted or disallowed should ambient air quality become threatened.

In addition, both federal and state air quality improvement policies and regulations acknowledge and support the increased use of natural gas as an important step in improvement of air quality on a local and regional basis. To the extent that the new gas supplies are used to displace the use of other, more polluting fossil fuels, the cumulative effect from the AIM and Atlantic Bridge Projects is expected to have a net positive impact on air quality.

Conclusion

The majority of cumulative impacts that could result from the AIM Project when considered in combination with the Atlantic Bridge Project would be temporary and minor. Cumulative impacts that could occur on wetland and upland vegetation and associated wildlife habitats are expected to be minor given that most of the construction work would occur along existing ROWs for both projects, and over time, impacts to wetland and vegetated areas would mostly be restored to their pre-construction condition except in locations of new permanent easement where wetland functions may change. Some landowners and municipalities could also be affected construction over two different construction periods, but overall construction for each

B-10

A3 – Algonquin Gas Transmission, LLC (cont'd)

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A3-4
(cont'd)

project is expected to be for a short duration at any one location along the Algonquin system. Some positive cumulative benefits to the community could be realized from increased tax revenues. Short-term cumulative benefits could also be realized through jobs and wages and purchases of goods and materials.

B-11

A3 – Algonquin Gas Transmission, LLC (cont'd)

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Attachment C

A3 – Algonquin Gas Transmission, LLC (cont'd)

A3-5

Suggested Clarifications to Draft Environmental Impact Statement Docket No. CP14-96-000

DEIS Reference	Suggested Change	Comments
Pages 1-6, 2-41 and 4-255	Consider replacing "49 USC 601" with "49 USC Chapter 601"	Clarification
Page 3-30, Section 3.6.2.3, first paragraph, last sentence	Consider deleting the word "homes"	There is a residence immediately adjacent to the West Roxbury Lateral meter station as shown on the alignment sheet, tax maps and registry records.
Page 4-56, Section 4.4, second paragraph, 10 th line	Add ", but Algonquin is not required to obtain local wetland permits in New York," after "Villages of Buchanan and Pomona"	This addition is consistent with language for the Connecticut review of wetland impacts at the end of the paragraph.
Page 4-139, Section 4.8.2, third paragraph	Consider adding "In addition to the right to use specific property for construction, operation, maintenance, pipeline repair and replacement and related activities as referenced above," at the beginning of the first sentence	Clarification that the easement rights, as well as compensation, are addressed in the easement agreement.
Pages 4-150 – 4-151, Section 4.8.5, second paragraph	Consider removing the sentences regarding the West Roxbury M&R Station and "Centre Marsh"	"Centre Marsh" has not been public land since before the early 1900s and is currently owned by Algonquin.

C-1

A3-5

All of the suggested revisions or clarifications have been made as applicable.

A3 – Algonquin Gas Transmission, LLC (cont'd)

A3-5
(cont'd)

Page 4-159, Section 4.8.5.1, last paragraph	Add a new sentence at the end of the paragraph stating, "The alienation process, however, cannot prohibit or unreasonably delay the construction time frames of FERC-approved pipeline facilities."	Provides clarity to the public and ensures the information provided in this section is consistent with § 4.8.2.
Page 4-165, Section 4.8.5.3, Centre Marsh	Consider deleting or editing this section	"Centre Marsh" has not been public land since before the early 1900s and is currently owned by Algonquin.
Page 4-167, Section 4.8.5.3, State of Massachusetts Article 97 Land, first paragraph, second sentence	Delete the word "initially"	Clarification
Page 4-167, Section 4.8.5.3, State of Massachusetts Article 97 Land, second paragraph, first sentence	Replace "may be" with "is"	Clarification
Page 4-170, Section 4.8.7.2, West Roxbury M&R paragraph	Consider revising	There is a residence immediately adjacent to the West Roxbury Lateral meter station as shown on the alignment sheet, tax maps and registry records.
Page 4-182, Section 4.9.5.2, first paragraph	Consider revising the penultimate sentence to add "Mass DOT" to the City of Boston and Town of Dedham	An access permit may be needed from the MassDOT to construct the West Roxbury Lateral across Route 1-95 and portions within Providence Highway.

C-2

A3 – Algonquin Gas Transmission, LLC (cont'd)

A3-5
(cont'd)

Page 4-189, Table 4.9.9-1	Consider revising footnote to reference the City of Boston as the proper tax authority.	Clarification
Page 4-273, Table 4.13-1	For the Tappan Zee Bridge Project, Status should be changed from "Unknown" to "Under construction." A new sentence should be added after "Location Relative to AIM Project" that states "Materials and equipment storage for Tappan Zee Bridge is at MP 3.2 adjacent to AIM Project's HDD staging area on west side of Hudson River."	See information on New York State Thruway website at http://www.newybridge.com/ ; construction schedule is provided at website by Tappan Zee Constructors, LLC at http://www.tappanzeconstructors.com/pages/about/
Page 4-273, Table 4.13-1	For the Haverstraw Water Supply Project, Status should be changed from "Proposed construction 2013" to "Unknown".	The New York Public Service Commission is currently reviewing the need for the project in Commission Case No. 13-W-0303. The project has not been licensed nor has construction commenced.

G-3

A3 – Algonquin Gas Transmission, LLC (cont'd)

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Attachment D

A3 – Algonquin Gas Transmission, LLC (cont'd)

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A3-6

TABLE 2.1.2-1			
Proposed New and Modified Aboveground Facilities for the AIM Project			
Facility Type/Facility	County, State	MP**	Scope of Work
Existing Compressor Station Modifications			
Story Point Compressor Station	Rockland, NY	NA	Install two new compressor units; restage one existing compressor unit; install gas cooling for new unit; install one new heater; install one new emergency generator; remove existing 26-inch launcher/receiver barrels and MLV assembly; and install new 42-inch MLV and new suction/discharge connections. Four existing compressor units would be abandoned and removed at this location. A net total of 21,000 hp would be added to this station. one + two
Southeast Compressor Station	Putnam, NY	NA	Install one new compressor unit; restage one existing compressor unit; install gas cooler for new unit; install one new heater; install one new emergency generator; remove existing 26-inch launcher barrel and MLV; and install new 42-inch launcher barrel and new MLV and discharge connection. A total of 10,320 hp would be added to this station. one
Oxford Compressor Station	New Haven, CT	NA	Restage one existing compressor unit. No additional horsepower would be added to this station.
Cromwell Compressor Station	Middlesex, CT	NA	Install one new compressor unit; install gas cooling for new unit and two existing turbines; install one new heater; install one new emergency generator; shutdown three existing emergency generators; and station piping modifications. A total of 15,900 hp would be added to this station.
Chaplin Compressor Station	Windham, CT	NA	Install one new compressor unit; restage two existing compressor units install gas cooling for new unit and two existing compressor units; install one new heater; install one new emergency generator; shutdown an existing emergency generator; and station piping modifications. A total of 7,700 hp would be added to this station.
Burrillville Compressor Station	Providence, RI	NA	Install one new compressor unit; restage two one existing compressor unit; install gas cooling for new unit; install one new heater; install one new emergency generator; and re-pipe existing compressor unit. A total of 15,900 hp would be added to this station.
Existing M&R Station Modifications			
Story Point M&R Station	Rockland, NY	3.0	Reconnect existing tap to new 42-inch-diameter pipeline.
Peekskill M&R Station	Westchester, NY	5.8	Replace inlet piping; install new heater; and install new regulation equipment.
Cortlandt M&R Station	Westchester, NY	10.3	Replace inlet piping; install new heater; and install new regulation equipment and gas chromatograph.
West Danbury M&R Station	Fairfield, CT	1.2	Upgrade existing facilities and inlet piping for new 850-psig inlet pressure; replace existing ultrasonic meter with new ultrasonic meters and a low flow meter.
Southbury M&R Station	New Haven, CT	NA	Piping modifications; add low flow meter; and increase size of piping.
Waterbury M&R Station	New Haven, CT	NA	Replace existing meter with ultrasonic meters and a low flow meter; upgrade regulation equipment; and replace existing building.
North Haven M&R Station	New Haven, CT	NA	Replace existing meter with ultrasonic meters and a low flow meter.

2-6

A3-6

The EIS, including table 2.1.2-1, has been revised to reflect the reduction in proposed facilities at the existing compressor station sites.

A3 – Algonquin Gas Transmission, LLC (cont'd)

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Attachment E

A3 – Algonquin Gas Transmission, LLC (cont'd)

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Attachment F

A3 – Algonquin Gas Transmission, LLC (cont'd)

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A3-7

TABLE 4.11.1-7 Potential Operational Emissions for the Story Point Compressor Station Modifications (tons per year) for the AIM Project								
Source	Emissions						Total HAPs	CO ₂ e
	NO _x	CO	VOC	SO ₂	PM ₁₀ /PM _{2.5}	Formaldehyde		
	tpy	tpy	tpy	tpy	tpy	tpy	tpy	tpy
Existing Station PTE	189	381	203	3.8	17	56	89	240,796 240,621
Two Proposed Compressor Units	38	50	5	4	8	0.3	1	135,994 135,833
Proposed Emergency Generator	1	1.9 1.3	0.9 0.6	<0.1	<0.1	0.4 0.3	0.5 0.3	433 287
Two Three Proposed Gas Heaters	1.5 0.5	2.2 0.7	0.5 0.2	<0.1	0.1 -0.1	<0.1	0.1 -0.1	1,791 596
Proposed Parts Washer	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0
New Fugitive Releases (Piping, Gas Releases, Tanks, Truck Loading)	0.0	0.0	-16	0.0	0.0	0.0	-1	-11,556
Total of Proposed Units	40.5 38.1	54.1 51.9	-0.2 -0.3	4.0 3.9	8.1 7.6	0.7 0.6	-0.6 -0.1	126,662 125,161
Changes for Modified Compressor	-53	-76	-1	0.3	1	-1	-1	11,764 11,751
Changes for Units Proposed to be Removed	-82 -85	-249 -253	-119 -119	-0.1	-10	-55	-79	-60,487 -63,696
Total of Proposed Modifications	-94.5 -99.0	-270.9 -277.3	-128.2 -130.0	4.2 4.1	-0.9 -2.0	-55.3 -55.1	-79.4 -80.1	77,939 73,213
Proposed Modified Station PTE	94.5 89.7	110.4 103.6	74.8 72.6	0.0 7.9	18.1 15.4	0.7 1.2	8.8 8.7	318,735 313,834
NNSR/NESHAP/PSD Applicability Threshold	25	100	25	40	15 (PM ₁₀) 10 (PM _{2.5})	10	25	75,000

NOTES: 1. CO₂e emissions have been updated to be consistent with the most recent version of 40 CFR 60 (November 29, 2013) which included revised Global Warming Potentials.
2. The gas heater emission rates were also revised from three gas heaters to two new gas heaters.
3. Other minor changes to emission rates are due to slight changes in project design.

4-231

A3-7

Tables 4.11.1.7 to 4.11.1.11 of the EIS have been updated to reflect this information.

A3 – Algonquin Gas Transmission, LLC (cont'd)

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A3-7
(cont'd)

Source	Emissions							CO ₂ e
	NO _x	CO	VOC	SO ₂	PM ₁₀ /PM _{2.5}	Formaldehyde	Total HAPs	
	tpy	tpy	tpy	tpy	tpy	tpy	tpy	tpy
Existing Station PTE	172	266	66	5	10	4	11	221,231
New Proposed Compressor Unit	12	21	2	1	2	0.1	0.4	221,018
Proposed Emergency Generator	1	1	1	<0.1	<0.1	0.3	0.3	44,511
Two Proposed Gas Heaters	1	1	0.4	<0.1	0.4	<0.1	0.4	44,458
Proposed Parts Washer	0.0	0.0	0.4	0.0	0.0	0.0	0.0	288
New Fugitive Releases (Piping, Gas Releases, Tanks, Truck Loading)	0.0	0.0	8	0.0	0.0	0.0	1	287
Total of Proposed Units	14	23	11.8	1.0	2.1	0.4	1.8	1,190
Changes for Modified Compressor	-54	-70	-1	0.3	2.5	-1	-1	199
Total of Proposed Modifications	-40	-47	10.8	1.3	3.1	-0.6	0.8	0
Proposed Modified Station PTE	132	219	76.0	6.3	13.6	3.4	11.6	62,368
NNSR/NESHAP/PSD Applicability Threshold	40	100	40	40	15 (PM ₁₀) 10 (PM _{2.5})	10	25	61,309

NOTES: 1. CO₂e emissions have been updated to be consistent with the most recent version of the GWP 95 (November 29, 2013) which included revised Global Warming Potentials.
2. The gas heater emission rates were also revised from two new gas heaters to one new gas heater.
3. Other minor changes to emission rates are due to slight changes in project design.
4. The Proposed Modified Station PTE for CO₂e shown in Table 4.11.1-9.

Source	Emissions							CO ₂ e
	NO _x	CO	VOC	SO ₂	PM ₁₀ /PM _{2.5}	Formaldehyde	Total HAPs	
	tpy	tpy	tpy	tpy	tpy	tpy	tpy	tpy
Existing Station PTE	1,077	397.0	235.4	1.9	26.0	108	164	179,861
Proposed Compressor Unit	1,051	435.4	320.8	1.7	3.7	0.2	0.5	235,217
Proposed Emergency Generator	0.8	1.6	0.7	<0.1	<0.1	0.3	0.4	65,894
Proposed Gas Heater	0.5	0.7	0.2	<0.1	<0.1	<0.1	<0.1	69,113
Proposed Parts Washer	0.0	0.0	0.4	0.0	0.0	0.0	0.0	597
New Fugitive Releases (Piping, Gas Releases)	0.0	0.0	8.5	0.0	0.0	0.0	0.8	199
Total of Proposed Modifications	19.8	35.3	12.3	1.9	3.7	0.5	1.8	0
Proposed Modified Station PTE	1,096.8	432.9	247.7	3.8	29.7	108.5	165.0	71,581
NNSR/NESHAP/PSD Applicability Threshold	25	100	25	40	15 (PM ₁₀) 10 (PM _{2.5})	10	25	74,402

NOTES: 1. Table 4.11.1-9 has been updated to include fugitive emissions in the facility PTE totals. For major source determination purposes in Connecticut, fugitive emissions are not included in facility PTE in the CTDEEP application forms per NCSA 22a-171-183 and 10 CFR 61.165(a)(1)(ii)(C).
2. CO₂e emissions have been updated to be consistent with the most recent version of the GWP 95 (November 29, 2013) which included revised Global Warming Potentials.
3. The gas heater emission rates were also revised due to a change in heater size.
4. Other minor changes to emission rates are due to slight changes in project design.

A3 – Algonquin Gas Transmission, LLC (cont'd)

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A3-7
(cont'd)

Source	Emissions							CO ₂ e
	NO _x	CO	VOC	SO ₂	PM ₁₀ /PM _{2.5}	Formaldehyde	Total HAPs	
	tpy	tpy	tpy	tpy	tpy	tpy	tpy	tpy
Existing Station PTE	81.9	59.6	3.4	2.0	3.6	1.5	6.0	64,862
Proposed Compressor Unit	87.0	60.1	43.3	1.8	1.9	0.1	3.5	85,973
	10.0	16.7	1.3	1.0	2.0		0.3	35,800
Proposed Emergency Generator	0.6	1.2	0.5	<0.1	<0.1	0.2	0.3	260
Proposed Gas Heater	0.5	0.7	0.2	<0.1	<0.1	<0.1	<0.1	597
Proposed Parts Washer	0.0	0.0	0.4	0.0	0.0	0.0	0.0	159
New Fugitive Releases (Piping, Gas Releases)	0.0	0.0	8.5	0.0	0.0	0.0	0.8	4,744
Total of Proposed Modifications	11.1	18.6	19.9	1.0	2.0	0.3	1.5	41,431
	10.7	18.2	10.7					41,003
Proposed Modified Station PTE	93.0	78.2	14.3	3.0	5.6	1.8	6.5	106,293
	97.7	78.3	51.0	2.9			6.9	129,616
NNSR/NESHAP/PSD Applicability Threshold	25	100	25	40	15 (PM ₁₀) 10 (PM _{2.5})	10	25	75,000

NOTES: 1. Table 4.11.1-10 has been updated to include fugitive emissions in the facility PTE totals. For fugitive emissions purposes in US-Nebraska, fugitive emissions are not released in facility PTE in the CTR (regulation limits per 40 CFR 24.136-12.405) and all CTR 24.136-12.405 (b)(1).
2. CO₂e emissions have been updated to be consistent with the most recent version of 40 CFR 98 (November 29, 2013) which included revised Global Warming Potentials.
3. Emergency generator emissions were updated to be consistent with the most recent version of 40 CFR 98 (November 29, 2013) which included revised Global Warming Potentials.
4. Other minor changes to emission rates are due to slight changes in project design.

Source	Emissions							CO ₂ e
	NO _x	CO	VOC	SO ₂	PM ₁₀ /PM _{2.5}	Formaldehyde	Total HAPs	
	tpy	tpy	tpy	tpy	tpy	tpy	tpy	tpy
Existing Station PTE	164.0	288.0	135	1.9	8.4	34.0	54.0	138,519
Proposed Compressor Unit	18.6	206.4	2.5	1.9	3.7	33.6	54.2	65,905
	19.5	33.1	2.6	2.0	3.8	0.2	0.6	69,124
Proposed Emergency Generator	0.5	1.0	0.4	<0.1	<0.1	0.2	0.3	216
	0.6	1.3	0.6			0.3		267
Proposed Gas Heater	0.5	0.7	0.2	<0.1	<0.1	<0.1	<0.1	597
Proposed Parts Washer	0.0	0.0	0.4	0.0	0.0	0.0	0.0	159
New Fugitive Releases (Piping, Gas Releases)	0.0	0.0	8.5	0.0	0.0	0.0	0.8	4,744
Total of Proposed Modifications	19.6	34.7	12.0	1.9	3.7	0.4	1.7	71,462
	20.3	34.6		2.0	3.9	0.5	1.8	74,355
Proposed Modified Station PTE	183.6	242.7	147	3.8	12.1	34.4	55.7	209,981
	184.3	243.0		3.9	12.3	34.1	56.0	212,674
NNSR/NESHAP/PSD Applicability Threshold	25 tpy	250 tpy	25 tpy	250 tpy	250 tpy (PM ₁₀) 250 tpy (PM _{2.5})	10 tpy	25 tpy	75,000 tpy

NOTES: 1. CO₂e emissions have been updated to be consistent with the most recent version of 40 CFR 98 (November 29, 2013) which included revised Global Warming Potentials.
2. The gas heater and emergency generator emission rates were also revised due to changes in equipment size.
3. Other minor changes to emission rates are due to slight changes in project design.

A3 – Algonquin Gas Transmission, LLC (cont'd)

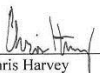
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VERIFICATION

THE STATE OF TEXAS)
)
COUNTY OF HARRIS)

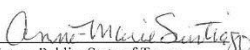
Chris Harvey, being first duly sworn, states that he is Director, Rates and Certificates, for Algonquin Gas Transmission, LLC; that he is authorized to execute this Verification; that he has read the foregoing document and is familiar with the contents thereof; and that all allegations of fact therein contained are true and correct to the best of his knowledge and belief.

ALGONQUIN GAS TRANSMISSION, LLC



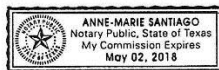
Chris Harvey
Director, Rates and Certificates

Subscribed and sworn to before me this 29th day of September, 2014.




Notary Public, State of Texas

My Commission Expires:



A3 – Algonquin Gas Transmission, LLC (cont'd)

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**Supplemental Information for the
Algonquin Incremental Market Project**

**Response to FERC Staff's Recommended Mitigation
Conditions**

**Draft Environmental Impact Statement
Prior to the end of Comment Period of 9/29/2014**

VOLUME I – PUBLIC

September 29, 2014

**Algonquin Gas Transmission, LLC
Docket No. CP14-96-000 | FERC/EIS-0254D**

Prepared for:

Federal Energy Regulatory Commission
Office of Energy Projects
888 First Street, N.E., Room 1A
Washington, DC 20426

A3 – Algonquin Gas Transmission, LLC (cont'd)

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Algonquin Gas Transmission, LLC
Docket No. CP14-96-000 | FERC/EIS-0254D
Response to Staff Environmental Data Request
Dated August 6, 2014 on the draft EIS

ENVIRONMENTAL DATA REQUEST

A3-8

Prior to the end of the draft EIS Comment Period of September 29, 2014

14. Prior to the end of the draft EIS comment period, Algonquin shall file with the Secretary a site-specific crossing plan for the Catskill Aqueduct developed in consultation with the NYCDEP. At a minimum, the plan shall include the location of the proposed pipeline relative to the aqueduct, the proposed construction methods, the timing of construction, any mitigation measures that would be implemented to minimize impacts on the aqueduct, and documentation of consultation with the NYCDEP. (Section 4.3.2.1)

Response 14

Based on the additional geotechnical work, engineering studies and information obtained from the NYCDEP, Algonquin has determined that the 42-inch diameter pipeline from milepost ("MP") 10.20 to MP 10.33 must be located approximately 50 feet to the south of the existing 26-inch diameter pipeline in order to achieve sufficient vertical clearance between: (1) the new pipeline and the Catskill Aqueduct; and (2) the new pipeline and finished grade. This minor route variation will also provide improved alignment and working space to complete the crossing of Croton Avenue and the Aqueduct. This route variation was described in Section 10.6.2 of Resource Report 10 filed with the certificate application in February 2014. The revised alignment would depart from the existing 26-inch diameter pipeline alignment for approximately 500 feet where it would reconnect to the existing right-of-way (it would diverge off of the existing right-of-way about 280 feet before Croton Avenue and would reconnect to the existing right-of-way about 150 feet past the Aqueduct). This centerline alignment shift can be accommodated without any change in workspace (see alignment sheet S7-A-2143 in Attachment 14-1). Additionally, it is Algonquin's intent to remove the existing 26-inch diameter mainline pipeline and casing, but not disturb the existing protective concrete slab, pending concurrence from the NYCDEP.

Construction at the Catskill Aqueduct would occur using the open cut method and it is expected to take approximately one month to complete. Construction measures utilized to minimize impact to the Aqueduct will include: (1) installation of an 8-inch thick concrete slab approximately two feet above the Aqueduct; and (2) installation of steel casing pipe around the pipeline. Additional cover over the casing pipeline will be required to provide adequate depth between the casing pipe and grade; however, the additional cover will be at a gentle 3:1 slope per NYCDEP specifications to avoid a large grade change at the crossing.

Algonquin met with NYCDEP on September 17, 2014 to discuss this revised alignment and the proposed construction measures to protect the Aqueduct (see meeting notes in Attachment 14-2). At that time, NYCDEP did not raise issues with the revised alignment or the recommended mitigation measures that involved utilizing the concrete slabs and casing pipe. Algonquin will prepare final engineering designs that support NYCDEP load requirements for utilizing vehicles on their right-of-way and will submit them to NYCDEP for review and approval as part of the NYCDEP Land Use Application process. All engineering design drawings filed with NYCDEP will be identified as confidential – critical infrastructure per NYCDEP requirements.

A3-8

The EIS has been revised to include the new information provided on the crossing of the Catskill Aqueduct.

A3 – Algonquin Gas Transmission, LLC (cont'd)

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Algonquin Gas Transmission, LLC Docket No. CP14-96-000 FERC/EIS-0254D Response to Staff Environmental Data Request Dated August 6, 2014 on the draft EIS			
ENVIRONMENTAL DATA REQUEST			
<u>Prior to the end of the draft EIS Comment Period of September 29, 2014</u>			
A3-9	<p>16. Prior to the end of the draft EIS comment period, Algonquin shall file with the Secretary additional details describing how it would minimize trench dewatering as recommended by the NYSDEC and file documentation of its consultations with the NYSDEC. (Section 4.3.2.6)</p> <p>Response 16</p> <p>In its April 10, 2014 application to the NYSDEC for a Section 401 Water Certification, Freshwater Wetlands, and Protection of Waters permits, Algonquin indicated that if trench dewatering is necessary in or near a regulated resource, the trench water will be discharged into an energy dissipation/sediment filtration device, such as a geotextile filter bag or straw bale structures to prevent heavily silt-laden water from flowing off of the construction work area in accordance with the AIM Project Erosion and Sedimentation Control Plan ("E&SCP") and all applicable permits. Monitoring will be conducted to ensure that flow from the structure is infiltrating into the underlying soil. Algonquin provided site-specific plans with its NYSDEC application that depicted the locations of dewatering structures at regulated wetlands and waterbodies.</p> <p>On July 15, 2014, Algonquin filed complete responses to the NYSDEC's June 5, 2014 request for additional information. In that response, Algonquin provided a typical design for the proposed trench dewatering structures. Algonquin also committed to utilizing an alternative trench dewatering structure that includes a geotextile floor surrounded by at least one row of staked hay bales installed around the perimeter of the filter bag dewatering location to provide additional filtration at specific locations if the Environmental Inspector determines the performance of the typical filter bag dewatering structure alone is not deemed adequate.</p> <p>The amount of trench that must be dewatered will be minimized by limiting the amount of open trench or by installing soil plugs in the open trench to isolate the trench in need of dewatering to the immediate work area.</p> <p>Algonquin filed copies of both the initial application and Algonquin's response to the NYSDEC's June 5, 2014 request for additional information with the FERC on April 17, 2014 and September 2, 2014, respectively.</p>	A3-9	The EIS has been revised to include the new information provided on trench dewatering.
A3-10	<p>18. Prior to the end of the draft EIS comment period, Algonquin shall file with the Secretary site-specific information regarding the location of those wetlands it believes would meet the criterion of non-saturated conditions at the time of construction. (Section 4.4.4)</p> <p>Response 18</p> <p>Algonquin has completed an evaluation of the wetlands that it believes meet the criterion of "non-saturated conditions at the time of construction" based on a review of site-specific information collected during field surveys. Table 18-1 in Attachment 18 presents the list of wetlands crossed</p>	A3-10	The EIS, including appendix K, has been revised to include the new information provided on saturated and non-saturated wetlands.
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A3 – Algonquin Gas Transmission, LLC (cont'd)

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A3-10 (cont'd)	<p><u>Prior to the end of the draft EIS Comment Period of September 29, 2014</u></p> <p>by the Project and denotes those that meet the criterion of non-saturated using bold font and also provides the site-specific justification.</p> <p>Notwithstanding this evaluation, Algonquin believes that section VI.B.2.d of the FERC Procedures should not apply, and is seeking confirmation from FERC Staff that it will not apply, to all of the proposed pipeline segments other than the proposed new pipeline segment between MP 2.6 and MP 5.5 across the Hudson River associated with the Stony Point to Yorktown Take-up & Relay segment, the E-1 System Lateral Loop Extension and Line 36A Loop Extension segments.</p> <p>Other than those pipeline segments noted above, the Project will involve replacing existing pipeline with a larger diameter pipeline using the take-up and relay method. As described in Algonquin's Application, this involves excavating a trench to remove the existing pipe followed by the removal of the pipe. The removed pipe will then be transported away from the construction work area and disposed of in compliance with environmental regulations. This removal activity will be conducted using a distinct construction crew separate from the pipe installation crew. As the assembly-line construction technique continues forward, the pipeline installation crew will expand the trench wider and deeper (as appropriate) to accommodate the new, larger diameter pipeline, and install the replacement pipe at approximately the same location as the existing pipe using standard construction methods. In all wetland areas regardless of type, the existing pipeline must be removed first utilizing wetland crossing procedures (e.g., topsoil/subsoil segregation, use of mats etc.). Once the existing pipeline is removed and the initial wetland disturbance has occurred, the applicability of section VI.B.2.d of the FERC Procedures would no longer seem applicable.</p> <p>Accordingly, the FERC Staff should address whether section VI.B.2.d of the FERC Procedures should apply to the take-up and relay portions of the Project.</p>
A3-11	<p>22. Prior to the end of the draft EIS comment period, Algonquin shall file with the Secretary all survey results for the Indiana and northern long-eared bats, any avoidance or mitigation measures developed in consultation with the FWS and state agencies, correspondence from the FWS and state agencies confirming the adequacy of the proposed measures, and a statement regarding Algonquin's intention to comply with the recommended measures. (<i>Sections 4.7.1.2 and 4.7.1.3</i>)</p> <p>Response 22</p> <p>At the request of the USFWS, on August 27, 2014, Algonquin submitted copies of the final bald eagle, bog turtle, small-whorled pogonia, and Indiana bat/Northern long-eared bat survey reports to both the New England and New York field offices and to the state agencies reviewing the AIM Project. The completed reports were filed with the FERC on September 3, 2014.</p> <p>A summary of the bat survey results and Algonquin's commitment to certain mitigation measures is provided below.</p>
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A3-11

Comment noted. Section 4.7 of the EIS has been revised to reference completion of surveys and submission of survey reports to the FWS and appropriate state agencies.

A3 – Algonquin Gas Transmission, LLC (cont'd)

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Indiana and Northern Long-eared Bats

The federal protocol acoustic survey for Indiana bats ("IBAT") and Northern long-eared bats ("NLEB") detected 5 IBAT calls and 2 NLEB calls along the AIM Project right-of-way in Stony Point and Cortlandt, New York. Sites at which they were detected include HSP-3, SPY-7, and SPY-13. No IBATs or NLEBs were identified in Connecticut, Rhode Island, or Massachusetts (New England) segments of the right-of-way or above-ground facilities. Based on the survey results, Algonquin concludes that NLEB presence on the AIM Project right-of-way and above-ground facilities in New England was not likely.

Because the AIM Project is proposed on sites that may be occupied by IBATs and NLEBs, and the Project requires activities (tree clearing) that could result in the loss of bat habitat, the Project may affect these species. Tree clearing associated with the AIM Project within five miles (estimated home range radius for IBATs) of sample sites HSP-3 and SPY-7, and within three miles (estimated home range radius of NLEBs) of SPY-13 could potentially adversely affect IBATs or NLEBs, resulting in incidental take. Seasonal restrictions on tree clearing, which includes confining clearing activities of roost tree species to the period between October 1 and March 31, when the bats are in hibernation, will avoid direct and incidental take of these species during the summer maternity season.

Algonquin commits to confining clearing activities of roost tree species to the period between October 1 and March 31 to avoid direct or incidental take of IBATs or NLEBs during the maternity season. This will avoid direct take of either species. Clearing will be kept to a minimum necessary to install the proposed pipeline and station upgrades, which will minimize bat habitat loss. While the AIM Project will result in a minor loss of habitat along the right-of-way, ample forested habitat will remain at each of the sample sites at which IBATs or NLEBs were detected, and that habitat will remain contiguous with surrounding suitable habitat to allow for bats to move across the landscape.

On September 15, 2014, the USFWS notified Algonquin and indicated that survey results for all the species that had been requested in past correspondences have been provided. The USFWS will review the survey results and conservation measures to determine effects to the USFWS species of concern (i.e., federal threatened and endangered species, migratory birds, and bald eagles) and provide a response to the FERC. The USFWS indicated that they intend to provide a response by mid-October (refer to Attachment 22).

A3-12

23. Prior to the end of the draft EIS comment period, Algonquin shall file with the Secretary any updated consultations with the New York and New England Field Offices of the FWS regarding migratory birds, including any avoidance or mitigation measures developed with these field offices. (Section 4.7.2)

A3-12 Comment noted. See the response to comment FA4-26.

A3 – Algonquin Gas Transmission, LLC (cont'd)

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A3-12 (cont'd)	Response 23 Algonquin does not have any updated information from the USFWS regarding migratory birds beyond what has already been filed and accurately reflected in the DEIS. Refer to Response 22.
A3-13	24. Prior to the end of the draft EIS comment period, Algonquin shall file with the Secretary any updated consultations with the FWS and NYSDEC regarding bald eagles, including any avoidance or mitigation measures developed with these agencies. (Section 4.7.3) Response 24 As noted in Response 22, at the request of the USFWS, Algonquin submitted copies of the final bald eagle, bog turtle, small-whorled pogonia, and Indiana bat/Northern long-eared bat survey reports to both the New England and New York field offices and to the state agencies reviewing the AIM Project. The completed reports were filed with the FERC on September 3, 2014. The DEIS accurately reflects the results of the bald eagle surveys and consultation completed with the USFWS and NYSDEC. A summary of the results of the bald eagle survey is provided below. <u>Bald Eagle</u> Bald eagle surveys were conducted by KT Wildlife on March 5, 6, and 20, 2014 for the proposed pipeline crossing of the Hudson River and construction workspace limits and half mile buffer. During these surveys numerous eagles, both adult and immature, were observed flying, foraging from the ice floes, and perching along the shorelines and hillsides along the Hudson River. One active eagle nest was observed at the Stony Point Battlefield Park, in the vicinity of the lighthouse. The nest is located approximately 6,225 feet from the proposed pipeline crossing of the Hudson River. A subsequent survey conducted on April 17, 2014 after the overwintering eagles had left, revealed only the active Stony Point nest, which was outside of the survey area and which since has been abandoned. There was also no evidence of a year-round communal eagle roost within the survey limits. Based on the results of the survey effort and review of the National Bald Eagle Management Guidelines review, the Project falls well outside of distance to nest related activity restrictions.
A3-14	27. Prior to the end of the draft EIS comment period, Algonquin shall file revised Residential Construction Plans that: 27.a. incorporate additional site-specific details for each individual plan, including appropriate measures to minimize traffic-related effects; and
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A3-13

Comment noted. Section 4.7 of the EIS has been revised to reference completion of surveys and submission of survey reports to the FWS and appropriate state agencies.

A3-14

Appendix H has been updated to include these revised residential construction plans. Table H-1 has been updated to reflect the changes to the residential construction plans and the justifications for workspaces located less than 10 feet away from a residence.

A3 – Algonquin Gas Transmission, LLC (cont'd)

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27.b. for all residences located within 10 feet of the construction work area in New York and Connecticut, Algonquin shall revise the construction work area to be greater than 10 feet from residences or provide site-specific justification for the use of the construction workspace within 10 feet of the residence.

Response 27.a-b.

Algonquin has revised the residential construction plans to incorporate additional site-specific details including appropriate measures to minimize traffic-related effects. The revised residential construction plans are provided in Attachment 27-1, including those for the West Roxbury Lateral.

Algonquin adjusted the workspace at a number of locations in New York and Connecticut to ensure that the construction work area is greater than 10 feet from the residence. Updated alignment sheets are provided in Attachment 27-2. In addition, Table H-1 of the DEIS has been revised to reflect the changes from the residential construction plans as well as other structures (i.e., commercial buildings) within 50 feet of the construction workspace areas (refer to Attachment 27-3).

For all residences in New York and Connecticut where the construction work area could not be located 10 feet away, site-specific justification for use of the construction workspaces are provided in the Table 27-1 below. Please note, this information is also included in the revised Table H-1.

TABLE 27-1 Justification for Use of Construction Workspaces for all Residences Within 10 Feet				
Tract No.	Survey Station	Drawing No.	Distance (ft)	Justification
R-61.02	20+11.5	HA-E-7001	2	Residence encroaches on permanent easement. Construction Work Area ("CWA") located on Algonquin's existing easement.
R-61.07	24+66.7	HA-E-7002	3	CWA coincides with the limits of Algonquin's existing permanent easement.
R-61.02	55+14.9	HA-E-7004	9	CWA is needed for the ATWS associated with the crossing of wetland B13-RLR-W3.
R-65	58+00	HA-E-7004	0	CWA coincides with the limits of Algonquin's existing permanent easement.
R-65	58+43.7	HA-E-7004	0	CWA coincides with the limits of Algonquin's existing permanent easement.
R-65	58+81.5	HA-E-7004	0	CWA coincides with the limits of Algonquin's existing permanent easement.
R-65	59+51.4	HA-E-7004	0	CWA coincides with the limits of Algonquin's existing permanent easement.
R-65	60+00	HA-E-7005	2	CWA coincides with the limits of Algonquin's existing permanent easement.
R-70.02	110+36.1	HA-E-7007	2	Residence encroaches on permanent easement. CWA located on Algonquin's existing easement.

A3 – Algonquin Gas Transmission, LLC (cont'd)

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TABLE 27-1 Justification for Use of Construction Workspaces for all Residences Within 10 Feet				
Tract No.	Survey Station	Drawing No.	Distance (ft)	Justification
R-72	117+84.5	HA-E-7008	10	CWA coincides with the limits of Algonquin's existing permanent easement.
R-72.07	124+08.4	HA-E-7008	5	CWA coincides with the limits of Algonquin's existing permanent easement.
R-72.09	127+35.2	HA-E-7009	5	Residence encroaches on permanent easement. CWA located on Algonquin's existing easement.
R-94.05	111+61	S7-E-7006	0	Residence encroaches on permanent easement. CWA located on Algonquin's existing easement.
R-117	114+85	S7-E-7006	9	CWA coincides with the limits of Algonquin's existing permanent easement.
W-137AA	304+49	S7-E-7010	5	CWA coincides with the limits of Algonquin's existing permanent easement.
W-146F.04	479+03	S7-E-7015	9	CWA coincides with the limits of Algonquin's existing permanent easement.
W-147.03	515+89	S7-E-7019	9	CWA coincides with the limits of Algonquin's existing permanent easement.
W-147C	518+71	S7-E-7019	0	Residence encroaches on permanent easement. CWA located on Algonquin's existing easement.
W-147C.01	520+33	S7-E-7020	3	CWA coincides with the limits of Algonquin's existing permanent easement.
W-147C.07	532+28	S7-E-7021	0	Residence encroaches on permanent easement. CWA located on Algonquin's existing easement.
W-147C.11	534+49	S7-E-7021	2	CWA coincides with the limits of Algonquin's existing permanent easement.
W-154.02	551+14	S7-E-7023	5	CWA coincides with the limits of Algonquin's existing permanent easement.
W-157	563+08	S7-E-7024	0	Algonquin is purchasing residence. Purchase is currently under contract.
W-159B	565+08	S7-E-7024	0	Residence encroaches on permanent easement. CWA located on Algonquin's existing easement.
M-482	67+51	CJ-E-7001	4	CWA coincides with the limits of Algonquin's existing permanent easement where CWA is less than 10 feet.

A3-15

29. Prior to the end of the draft EIS comment period, Algonquin shall file with the Secretary a site-specific construction plan for St. Patrick's Church, the Buchanan-Verplanck Elementary School, Dodd Stadium, and Gonzalez Field. The plans shall be developed in consultation with the officials from each facility and include:

- 29.a.** details on the location of the facilities relative to the proposed construction activities;
- 29.b.** a description of the construction activities that would occur adjacent to the site;
- 29.c.** the timing of construction activities (i.e., months of the year, days of the week, and hours of the day);

A3-15

Sections 4.8.5.1, 4.8.5.2, and 4.8.5.3 of the EIS have been updated to reflect the additional information provided regarding construction at St. Patrick's Church, Buchanan-Verplanck Elementary School, Dodd Stadium, and Gonzalez Field.

A3 – Algonquin Gas Transmission, LLC (cont'd)

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- 29.d. details on the timing of construction relative to scheduled games (for Dodd Stadium);
- 29.e. a description of the construction methods that would be used (for Gonzalez Field);
- 29.f. specific measures that would be implemented to minimize conflicts and impacts on the users of these facilities (for Dodd Stadium, particularly when games are in progress); and
- 29.g. documentation of consultation with officials from each facility. (*Sections 4.8.5.1, 4.8.5.2, and 4.8.5.3*)

Response 29 - St. Patrick's Church

The Stony Point to Yorktown Take-up & Relay segment crosses St. Patrick's Church property at MP 4.1 in the Hamlet of Verplanck. New permanent easement as well as temporary construction workspace will be required on the property. The workspace associated with the Project would be located on the church's parking lot. On May 19, 2014 and again on September 24, 2014, Algonquin met with St. Patrick's Church leadership. Algonquin has agreed to avoid construction activities during church services on Saturday evenings and Sundays. With respect to the impacts to the parking areas, Algonquin offered to provide alternate parking with a shuttle service if needed during the construction. The Pastor indicated that the grass parking area directly across from the church is not used and the unpaved parking area behind the church is used only sparingly. It was noted that Saturday evening services were the most attended and as long as the construction limits did not expand from those currently proposed, there would be sufficient parking available. The Pastor indicated that Algonquin would not have to modify the proposed workspace or provide a shuttle service or alternate parking site. It was also mentioned that St. Patrick's may merge with St. Christopher's in the near future. St. Christopher's would become the main church and St. Patrick's would be a satellite church where attendance would be very minimal. Correspondence is included in Attachment 29.

Response 29 - Buchanan-Verplanck Elementary School

The Buchanan-Verplanck Elementary School is located adjacent to the Stony Point to Yorktown Take-up & Relay segment of the AIM Project between MP 4.9 and MP 5.0. The Project right-of-way and construction work space would be about 450 feet from the school facility at its closest point on property owned by Con Edison which abuts the school property. A wooded area lies between the proposed pipeline and the school facility. Moreover, the existing topography generally appears to be such that the school is separated from the proposed pipeline by a natural berm and the pipeline would be placed in a natural depression.

Algonquin will use the standard open cut construction method at the location adjacent to the Buchanan-Verplanck Elementary school. Algonquin has also committed to no blasting for rock

A3 – Algonquin Gas Transmission, LLC (cont'd)

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removal at this location. Furthermore, the enhanced mitigation measures that Algonquin has committed to with Entergy for construction of approximately 3,935 feet of pipeline near the Indian Point Energy Center ("IPEC") (see Response 42 below) will include the pipeline right-of-way crossing near the school property. These measures include: (a) using internally-coated 0.720 inch X-70 API 5L line pipe that well exceeds the most stringent Class Location 4 requirements set by the USDOT (even though this area is predominantly Class 3); (b) installing two parallel sets of fiber-reinforced concrete slabs (3 feet wide by 8 feet long by 6-inch thick) over the pipeline that will act as a physical barrier over the buried pipe; (c) installing yellow warning tape above the concrete slabs and another yellow warning tape below the concrete slabs and 1 foot above the pipe; (d) burying the pipeline to a minimum depth of 4 feet from the top of the pipeline (and an additional foot deeper when crossing Broadway); and (e) providing thicker external corrosion protection and internal corrosion protection including an abrasive resistant overlay and internal coating of the pipeline.

The general sequence of construction work is as follows:

- Algonquin will mark the work space boundaries with standard land surveying techniques and secure the area. Algonquin will notify the Village of Buchanan, the Town of Cortlandt, and the Hendrick Hudson School District prior to Algonquin's surveying and staking the centerline and workspace boundaries.
- Algonquin would then clear the workspace of trees and other vegetation and rough grade the area as necessary. Algonquin will also install proper erosion controls.
- The trench would then be excavated using a backhoe to the proper depth (8 to 9 feet) for the burial of the pipeline.
- The pipe would be welded, inspected, and coated adjacent to the trench and then installed in the ditch at a depth of at least four feet below the surface. As this section of pipeline is within the enhanced mitigation area developed with Entergy, all welds would be inspected by an independent certified Non-Destruction Test technician. Additional coating will also be applied per the enhanced mitigation Algonquin has agreed to with Entergy.
- The trench would then be partially backfilled. A yellow warning tape will be located above the pipeline.
- The concrete slabs would be installed with a second yellow warning tape installed above them.
- The trench would then be backfilled.
- The pipeline will be internally cleaned with pipeline "pigs" and subject to hydrostatic testing.
- The area will be properly restored after the pipeline has been installed; however, trees will not be replanted within the right-of-way.

Construction on Consolidated Edison's property adjacent to the Buchanan-Verplanck Elementary School property would take approximately 3-4 months considering that Algonquin has committed to not performing rock blasting activities in that area. Efforts would be made to construct this portion during the summer months when school is out.

A3 – Algonquin Gas Transmission, LLC (cont'd)

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A3-15 (cont'd)	<p><u>Prior to the end of the draft EIS Comment Period of September 29, 2014</u></p> <p>Algonquin has been regularly meeting with the Town of Cortlandt and Village of Buchanan. A meeting was also held on September 15, 2014 with the Village of Buchanan and officials from the Hendrick Hudson School District to address pipeline location, construction methods, and the enhanced mitigation measures that Algonquin has committed to in consultation with Entergy. This correspondence is included in Attachment 29.</p> <p><u>Response 29 - Dodd Stadium</u></p> <p>Algonquin has consulted further with the Vice President & General Manager of the Connecticut Tigers regarding the construction logistics in the vicinity of Dodd Stadium. The E-1 System Lateral Take-up & Relay segment of the Project crosses the rear portions of the stadium property on existing right-of-way for a total of approximately 1,489 feet (from about MP 8.7 to MP 8.9 and MP 8.9 to MP 9.0). Algonquin will replace the existing pipeline utilizing standard pipeline construction procedures as scheduled in 2015.</p> <p>As a result of additional discussions with the Vice President & General Manager, the Connecticut Tigers host 38 home games from mid-June to mid-September. The games start at 7:00 p.m. except on Sundays. Algonquin has committed to limiting noise generating activities prior to the start of the games of 7:00 p.m. Algonquin has also agreed to avoid construction activities after 7:00 p.m. and on Sundays during the baseball season.</p> <p>Algonquin was also informed that prior to the Connecticut Tigers season some high school and college playoff games may be scheduled at Dodd Stadium that may conflict with Algonquin's normal work hours of 7:00 a.m. to 5:30 p.m., Monday through Saturday. Algonquin has committed to schedule noise generating activities that may conflict with these playoff games or special events to days and times when patrons are not at the ballpark. Correspondence is included in Attachment 29.</p> <p><u>Response 29 - Gonzalez Field</u></p> <p>Algonquin addressed construction across Gonzalez Field in its September 19, 2014 supplemental filing with the Commission.</p>
A3-16	<p>33. Prior to the end of the draft EIS comment period, Algonquin shall file with the Secretary a revised Procedures Guiding the Discovery of Unanticipated Cultural Resources and Human Remains that incorporates the Connecticut SHPO's comment to include specific language of CGS section 10-388. (<i>Section 4.10.4</i>)</p> <p>Response 33</p> <p>Algonquin has revised and finalized the Procedures Guiding the Discovery of Unanticipated Cultural Resources and Human Remains, incorporating Connecticut SHPO's comment to include</p>
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A3-16

Section 4.10.4 of the EIS has been updated to reflect that the revised Procedures Guiding the Discovery of Unanticipated Cultural Resources and Human Remains includes the Connecticut SHPO's recommendations.

A3 – Algonquin Gas Transmission, LLC (cont'd)

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A3-16 (cont'd)	<p><u>Prior to the end of the draft EIS Comment Period of September 29, 2014</u></p> <p>specific language of CGS Section 10-388 as Appendix C of the document (see Attachment 33). Algonquin has also updated contact information for Connecticut SHPO and the Connecticut Office of the State Archaeologist.</p>
A3-17	<p>35. Prior to the end of the draft EIS comment period, Algonquin shall provide an update regarding the air permitting requirements associated with the new and/or modified M&R stations in New York, Connecticut, and Massachusetts and, if applicable, provide copies of all permit applications or other permit registration documentation that has been filed with the NYSDEC, CTDEEP, and MADEP, respectively. (Section 4.11.1.2)</p> <p>Response 35</p> <p>Algonquin has determined that the M&R stations scheduled for construction in 2015 will not require air permits or any other air permit registration documentation. All combustion and non-combustion sources and emissions at the 2015 M&R stations will either be less than permit thresholds or categorically exempt from permitting. Although the design is not as advanced for the M&R stations scheduled for construction in 2016, at this time Algonquin does not anticipate any of the 2016 stations will require an air permit or other authorization.</p>
A3-18	<p>36. Prior to the end of the draft EIS comment period, Algonquin shall file with the Secretary a Fugitive Dust Control Plan that specifies the precautions that Algonquin would take to minimize fugitive dust emissions from construction activities, including additional mitigation measures to control fugitive dust emissions of Total Suspended Particulates and particulate matter with an aerodynamic diameter less than or equal to 10 microns. The plan shall clearly explain how Algonquin would implement measures, such as:</p> <p>36.a. watering the construction workspace and access roads;</p> <p>36.b. providing measures to limit track-out onto the roads;</p> <p>36.c. identifying the speed limit that Algonquin would enforce on unsurfaced roads;</p> <p>36.d. covering open-bodied haul trucks, as appropriate;</p> <p>36.e. clarifying that the EI has the authority to determine if/when water or a palliative needs to be used for dust control; and</p> <p>36.f. clarifying the individuals with the authority to stop work if the contractor does not comply with dust control measures. (Section 4.11.1.3)</p>
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A3-17 Section 4.11.1.2 of the EIS has been updated to reflect this information.

A3-18 Section 4.11.1.3 of the EIS has been updated to reflect this information.

A3 – Algonquin Gas Transmission, LLC (cont'd)

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Algonquin Gas Transmission, LLC Docket No. CP14-96-000 FERC/EIS-0254D Response to Staff Environmental Data Request Dated August 6, 2014 on the draft EIS	
ENVIRONMENTAL DATA REQUEST	
A3-18 (cont'd)	<p><u>Prior to the end of the draft EIS Comment Period of September 29, 2014</u></p> <p>Response 36</p> <p>Algonquin has prepared a Dust Control Plan that will be utilized during construction of the AIM Project. The Dust Control Plan, included as Attachment 36, addresses items a through f.</p>
A3-19	<p>42. Prior to the end of the draft EIS comment period, Algonquin shall file with the Secretary the final conclusions regarding any potential safety-related conflicts with the IPEC based on the Hazards Analysis performed by Entergy. If Entergy's Hazards Analysis is not yet complete, Algonquin shall provide an update on its status and a schedule for anticipated completion. If, upon completion of the Hazards Analysis, additional mitigation measures are required to address safety-related issues or conflicts, prior to construction in the vicinity of the IPEC facility, Algonquin shall file with the Secretary, for review and written approval by the Director of OEP, a site-specific construction and mitigation plan for the IPEC developed in consultation with Entergy. (Section 4.12.3)</p> <p>Response 42</p> <p>Based on ongoing consultation between Algonquin and Entergy, Algonquin has agreed to additional design and installation enhancements along approximately 3,935 feet of the pipeline to be located along the southern route in the Town of Cortlandt near Broadway Street (approximately MP 4.6 to MP 5.3). Refer to the figure in Attachment 42 for the approximate location of these enhancements.</p> <p>These enhancements include: (a) using internally-coated 0.720 inch X-70 API 5L line pipe that well exceeds the most stringent Class Location 4 requirements set by USDOT; (b) installing two parallel sets of fiber-reinforced concrete slabs (3 feet wide by 8 feet long by 6-inch thick) over the pipeline that will act as a physical barrier to mitigate any possible access to the pipe; (c) installing yellow warning tape above the concrete slabs and another yellow warning tape below the concrete slabs and 1 foot above the pipe; (d) burying the pipeline deeper, including a minimum depth of 4 feet from the top of the pipeline (and an additional foot deeper when crossing Broadway); and (e) providing thicker external corrosion protection including an abrasive resistant overlay and internal coating of the pipeline. In addition, construction will not allow blasting for rock removal in the region of the enhanced design, Algonquin will ensure that traffic flow is maintained during construction and that access to the IPEC is not impeded, a Direct Current Voltage Gradient or equivalent survey will be performed to ensure coating integrity following enhanced pipe installation and partial backfill, and 100 percent of all field welds of the enhanced pipeline will be subject to Non Destructive Examination radiography.</p> <p>Based on the southern route alignment, Algonquin's existing pipeline safety and standard operating procedures and these additional design and installation enhancements that Algonquin has committed to, Entergy prepared a 10 C.F.R. § 50.59 Safety Evaluation for the AIM Project</p>
AIM Project Response to FERC Data Request 12 September 2014	

A3-19

Section 4.12.3 of the EIS has been revised to include the results of Entergy's Safety Evaluation relative to the IPEC nuclear facility.

A3 – Algonquin Gas Transmission, LLC (cont'd)

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Algonquin Gas Transmission, LLC
Docket No. CP14-96-000 | FERC/EIS-0254D
Response to Staff Environmental Data Request
Dated August 6, 2014 on the draft EIS

ENVIRONMENTAL DATA REQUEST

A3-19
(cont'd)

Prior to the end of the draft EIS Comment Period of September 29, 2014

which was filed with the Nuclear Regulatory Commission ("NRC") on August 21, 2014. Entergy concluded:

[B]ased on the proposed routing of the 42-inch pipeline further from safety related equipment at IPEC and accounting for the substantial design and installation enhancements agreed to by [Algonquin], the proposed AIM Project poses no increased risks to IPEC and there is no significant reduction in the margin of safety. Accordingly,... Entergy has concluded that the change in the design basis external hazards analysis associated with the proposed AIM Project does not require prior NRC approval.

Entergy's 10 C.F.R. 50.59 Safety Evaluation is available at <http://pbadupws.nrc.gov/docs/ML1425/ML14253A339.pdf>.


Entergy continues to coordinate with the NRC and Entergy's Safety Evaluation and supporting Hazards Analyses of the proposed pipeline and route to the IPEC. Accordingly, as the regulatory agency for the Indian Point nuclear generating units, NRC may request further information on the AIM Project; and if so, Algonquin will update FERC accordingly. In addition, FERC may want to independently consult with NRC regarding the status and results of its review.

A3 – Algonquin Gas Transmission, LLC (cont'd)

The attachments to this letter are too voluminous to include in this EIS. They are available for viewing on the FERC website at <http://www.ferc.gov>. Using the "eLibrary" link, select "General Search" from the eLibrary menu, enter the selected date range and "Docket No." excluding the last three digits (i.e., CP14-96-000), and follow the instructions. For assistance please contact FERC Online Support at FERCOnlineSupport@ferc.gov or toll free at 1-866-208-3676, or for TTY, contact 202-502-8659. The Category/Accession number for this submittal is 20140929-5333.

A4 – Algonquin Gas Transmission, LLC

20140929-5299 FERC PDF (Unofficial) 9/29/2014 4:04:30 PM

ALGONQUIN GAS TRANSMISSION, LLC 5400 Westheimer Court Houston, TX 77056-5310 713.627.5400 main	Mailing Address: P.O. Box 1642 Houston, TX 77251-1642	
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September 29, 2014

Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street, NE
Washington, DC 20426

Re: *Algonquin Gas Transmission, LLC*, Docket No. CP14-96-000
Supplemental Information – Route Variations

Dear Ms. Bose:

On February 28, 2014, Algonquin Gas Transmission, LLC (“Algonquin”) filed with the Federal Energy Regulatory Commission an Abbreviated Application for Certificate of Public Convenience and Necessity and for Related Authorizations for the Algonquin Incremental Market Project (“AIM Project”) in the above-referenced docket. Algonquin hereby submits minor pipeline and workspace adjustments that are proposed along the Project route as a result of further consultation with landowners, stakeholders and agencies, as well as additional field research.

Should you have any questions regarding this filing, please contact me at (713) 627-5113 or DeAndra Black at (713) 627-5350.

Respectfully submitted,

/s/ Chris Harvey
Chris Harvey
Director, Rates and Certificates

Enclosures
cc: Maggie Suter (FERC)

www.spectraenergypartners.com

A4 – Algonquin Gas Transmission, LLC (cont'd)

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ALGONQUIN GAS TRANSMISSION, LLC

AIM PROJECT

DOCKET NO. CP14-96-000

Verification

A4 – Algonquin Gas Transmission, LLC (cont'd)

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VERIFICATION

THE STATE OF TEXAS)
)
COUNTY OF HARRIS)

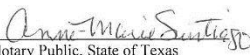
Chris Harvey, being first duly sworn, states that he is Director, Rates and Certificates, for Algonquin Gas Transmission, LLC; that he is authorized to execute this Verification; that he has read the foregoing document and is familiar with the contents thereof; and that all allegations of fact therein contained are true and correct to the best of his knowledge and belief.

ALGONQUIN GAS TRANSMISSION, LLC



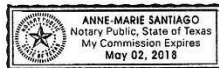
Chris Harvey
Director, Rates and Certificates

Subscribed and sworn to before me this 29th day of September, 2014.



Notary Public, State of Texas

My Commission Expires:



A4 – Algonquin Gas Transmission, LLC (cont'd)

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**Supplemental Information for the
Algonquin Incremental Market Project**

**Minor Proposed Pipeline and Workspace Adjustments
for the AIM Project
(New York and Connecticut Pipeline Segments)**

September 29, 2014

**Algonquin Gas Transmission, LLC
Docket No. CP14-96-000 | FERC/EIS-0254D**

Prepared for:

**Federal Energy Regulatory Commission
Office of Energy Projects
888 First Street, N.E., Room 1A
Washington, DC 20426**

A4 – Algonquin Gas Transmission, LLC (cont'd)

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A4 – Algonquin Gas Transmission, LLC (cont'd)

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A4-1

1.0 INTRODUCTION

On February 28, 2014, Algonquin Gas Transmission, LLC ("Algonquin") filed its Abbreviated Application for a Certificate of Public Convenience and Necessity and for Related Authorizations ("Application") with the Federal Energy Regulatory Commission ("Commission" or "FERC") for its Algonquin Incremental Market Project. On August 6, 2014, the Commission Staff issued its Draft Environmental Impact Statement ("DEIS") for the Project.

In this filing, Algonquin submits minor pipeline and workspace adjustments that are proposed along the New York and Connecticut route segments as a result of further consultation with landowners, stakeholders and agencies, as well as additional field research. Since the proposed route adjustments are minimal, the overall pipeline lengths of each affected segment have not changed.

Combined, the proposed modifications and withdrawal of a proposed pipe yard in Yorktown, NY would result in an approximately 29 acre reduction in the overall workspace area required to construct the pipeline facilities. Algonquin is providing a redlined version of Table 4.8.1-1 from the DEIS that reflects the nature of these changes by land use type in Appendix A.

1.1 Minor Pipeline and Workspace Adjustments

Algonquin has continued to consult with property owners, agencies and other stakeholders along the proposed AIM Project pipeline segments. As a result, Algonquin is proposing several minor route and workspace adjustments to accommodate stakeholder, agency and engineering considerations. Table 1.1-1 provides a listing of the modifications. A description of each modification follows.

TABLE 1.1-1 Summary of Minor Pipeline and Workspace Adjustments Incorporated into the AIM Project					
Milepost Start	Milepost End	Type	Municipality/State	Length (miles)	Reason for Incorporation
Stony Point to Yorktown Take-up & Relay					
2.98	3.97	Hudson River HDD Alignment Shift	Stony Point/ Cortlandt, NY	0.99	Shifted location of entry/exit hole on the west side of Hudson River HDD to avoid conflicts with Tappan Zee Bridge Constructors staging area and to avoid extensive in-water work necessary to penetrate the existing sheet pile wall at current site.
4.0	4.3	Hudson River HDD Pullback Temporary Workspace Adjustment	Cortlandt, NY	N/A	Increased width of the Hudson River HDD pullback workspace on east side to accommodate 4 pull back pipe strings required to complete the longer HDD crossing.
5.7	5.89	Defined Location of Abandonment	Peekskill/Cortlandt, NY	0.19	Alignment sheet clarified to show location of 26-inch diameter pipeline abandonment to facilitate crossing of Route 9.
6.60	--	Workspace Adjustment/Addition	Cortlandt, NY	N/A	Reduced workspace to avoid residential home, but needed to add workspace on the opposite side of the ROW to facilitate equipment access and to accommodate changing the working side of the construction area to the south.

Supplemental Information, September 29, 2014

1

ADM Project

A4-1

The EIS has been revised to incorporate the pipeline and workspace adjustments in New York and Connecticut.

A4 – Algonquin Gas Transmission, LLC (cont'd)


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A4-1
(cont'd)

Milepost Start	Milepost End	Type	Municipality/State	Length (miles)	Reason for Incorporation
8.12	--	Workspace Addition	Cortlandt, NY	N/A	Added workspace to provide access from TAR 7.6 to the construction ROW and to provide additional area for construction crew parking, while maintaining commercial parking at an adjacent residence/home business.
10.43	--	Workspace Addition	Cortlandt, NY	N/A	Added workspace to provide sufficient space to safely dismantle an existing deck structure.
12.2	--	Withdrawal of Yorktown Pipe and Contractor Yard	Yorktown, NY	N/A	Algonquin is no longer proposing to utilize a pipe and contract ware yard at the Granite Knolls West Park in the Town of Yorktown.
Southeast to MLV-19 Take-up & Relay					
2.7	--	Temporary Workspace Adjustment	Danbury, CT	N/A	Adjusted the temporary workspace to avoid an identified vernal pool (A13-SELR-VP4). This change has already been filed with the CT DEEP and U.S. Army Corps of Engineers.
Line-36A Loop Extension					
0.79	0.92	Route Adjustment	Cromwell, CT	0.13	Incorporated route adjustment to minimize direct workspace impacts to the main channel of Dividend Brook per request from the U.S. Army Corps of Engineers.
1.28	1.39	Route Adjustment	Cromwell, CT	0.11	Incorporated route adjustment to avoid multiple crossings of Dividend Brook per request from the landowner and U.S. Army Corps of Engineers.
E-1 System Lateral Take-up & Relay					
2.68	2.83	Route Adjustment	Lebanon, CT	0.15	Incorporated workspace adjustment to minimize direct workspace impacts to the main channel of Susquehanna Brook per request from the U.S. Army Corps of Engineers.
6.9	--	Temporary Workspace Adjustment	Franklin, CT	N/A	Adjusted the temporary workspace to avoid the wetland associated with an identified vernal pool (A13-ELR-VP13) per request from U.S. Army Corps of Engineers.
7.1	--	Temporary Workspace Adjustment	Franklin, CT	N/A	Adjusted the temporary workspace to avoid wetland B13-ELR-W23 per request from U.S. Army Corps of Engineers.
8.5	8.57	Route Adjustment	Norwich, CT	0.07	Incorporated route adjustment to minimize impacts to the culverted section of Elisha Brook where it crosses under Wisconsin Avenue.

A4 – Algonquin Gas Transmission, LLC (cont'd)

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A4-2	<p><u>Stony Point to Yorktown Take-up & Relay</u></p> <p><u>1.1.1 Hudson River HDD Alignment Shift, Stony Point/Cortlandt, NY (MP 2.98 to MP 3.97)</u></p> <p>Algonquin has continued to finalize the design details of the Hudson River horizontal directional drill ("HDD"), including the evaluation of possible engineering options to safely penetrate the existing sheet pile wall at the current entry/exit side on the west side of the river. As detailed design has progressed, Algonquin was notified by the landowner, NRG Lovett, LLC, ("NRG") that the location of the proposed HDD entry/exit location on the west side of the Hudson River within the former NRG power plant property has been fully occupied by several contractors responsible for the construction of the new Tappan Zee Bridge. Algonquin also recognized following additional engineering evaluation, that constructing the pipe penetration through the existing sheet pile wall would pose significant challenges and that in-water work in the Hudson River would be required to complete this aspect of the construction.</p> <p>To mitigate the effects of these challenges, Algonquin is proposing to relocate the western HDD entry/exit point approximately 850 feet north west. A revised HDD plan and profile drawing is included in Attachment B. The modified alignment is depicted on Alignment Sheets S7-A-2113 to S7-A-2117 and S7-A-2160 in Appendix C. The new length of the Hudson River HDD is 5,090 feet.</p> <p>This proposed entry/exit location would be located in proximity to the current alignment on property also owned by NRG. By relocating the entry/exit location, the HDD will increase in length by approximately 650 feet from 4,452 feet to 5,090 feet. The adjusted Hudson River HDD alignment is similar to the prior HDD alignment and is expected to stay within the soft sediments beneath the river as previously described. A small isolated <i>Phragmites</i> dominated wetland area is located within the proposed workspace for the HDD. This wetland will be enclosed with silt fence to protect it during construction.</p> <p>The adjusted alignment has the following advantages over the filed alignment.</p> <ul style="list-style-type: none">♦ Elimination of logistical concerns associated with the Tappan Zee Bridge construction activities on the former NRG power plant property.♦ Elimination of the required in-water construction activities necessary to support construction through the existing sheet pile wall along the perimeter of the former NRG power plant property.♦ Elimination of complex construction associated with penetrating the existing sheet pile wall with casing pipe.♦ Elimination of the need for crossing the existing railroad tracks to access the construction site with equipment, materials, and personnel on a daily basis.♦ Reduction in overall construction workspace (4.69 acres for the filed route verses 2.98 acres for the current HDD location). <p>In addition, a new temporary access road is required in order to access the revised HDD entry/exit location. TAR 3.0 is an existing unimproved road that is currently used to provide access to the existing overhead power lines. TAR 3.0 is approximately 50 feet long and extends from West Shore Drive to the HDD exit/entry hole and will not require any permanent improvements. The temporary access road will be maintained during construction activities.</p> <p>The potential noise impact due to HDD construction activities at the surrounding NSAs due to the revised location of the HDD entry/exit site should not be significantly different than the noise impact resulting from initially planned HDD site location.</p>
<hr/>	
Supplemental Information, September 29, 2014 3 ADM Project	

A4-2

Section 3.5 of the EIS has been revised to include an evaluation of this alignment shift and it has been incorporated into our overall assessment of the proposed facilities in the final EIS.

A4 – Algonquin Gas Transmission, LLC (cont'd)

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A4-2
(cont'd)

A comparison of environmental impacts between the filed HDD entry/exit location and the proposed HDD entry/exit location is provided in Table 1.1.1-1.

TABLE 1.1.1-1 Comparison of New Route to the Corresponding Segment of the Filed Route (Route Adjustment, MP 2.98 – MP 3.974)			
Environmental Factor	Unit	New Route	Corresponding Segment of the Filed Route
Length	MIle(s)	0.98	0.99
Land Affected Temporarily During Construction	Acre(s)	2.98	4.69
New Land Affected Permanently For O&M	Acre(s)	0.22	1.31
Land Use	Type	1.37 Forest/Woodland 0.12 Industrial 1.49 Open Land	1.31 Forest/Woodland 2.54 Industrial 0.75 Open Land 0.09 Residential
Residences within 50 feet	Number	0	0
Waterbodies Crossed	Number	0	0
Wetlands Affected	Acre(s)	0	0.1 Non-forested
NOTES: TWS = Temporary Workspace. 4/ The comparison is limited to the west side of the Hudson River only since that is only where workspace modifications are proposed. HDD pullback workspace adjustments are outlined in Section 1.1.2.			

Because this HDD alignment shift avoids conflicts with the construction laydown area for the Tappan Zee Bridge contractors, avoids in-water construction work related to penetrating the sheet pile wall at the current entry/exit site and results in an overall reduction in construction workspace, Algonquin is requesting that it be incorporated as part of the proposed route.

A4-3

1.1.2 Hudson River HDD Pullback Temporary Workspace, Cortlandt, NY (MP 4.0 to MP 4.3)

As a result of the adjustment in the proposed entry/exit location and slightly longer length of the Hudson River HDD, Algonquin is proposing an additional 50 feet of workspace along the pullback workspace and adjacent to the exit locations. The modified HDD pullback workspace is depicted on Alignment Sheets S7-A-2152 in Appendix C. The additional workspace is necessary to accommodate the fabrication of four pullback pipe strings that will be necessary to complete the HDD. The additional workspace will result in an additional 1.64 acres of clearing impacts consisting of forest/woodland land use. As a result of further coordination with officials from the Town of Cortlandt, Algonquin has also reduced the length of TAR 4.4 by 440 feet. TAR 4.4 will terminate at the HDD pullback workspace and will no longer extend to 11th Street in Verplanck. Since this additional workspace is required to minimize risk during pullback operations associated with the Hudson River HDD and facilitate the successful completion of the HDD, Algonquin is requesting that this workspace addition be incorporated into the proposed Project.

A4-4

1.1.3 Defined Abandonment Location, Peekskill/Cortlandt, NY (MP 5.7 to MP 5.89)

As depicted on the alignment sheets in its Application, Algonquin is proposing to offset the new pipeline location from the existing 26-inch diameter pipeline by approximately 20 feet to facilitate installation of the proposed 42-inch diameter pipeline under Route 9. Alignment sheet S7-A-2126 has been revised to

Supplemental Information, September 29, 2014

4

ADM Project


A4-3

This workspace adjustment is summarized in section 3.5 of the EIS and has been incorporated into our assessment of the proposed facilities in the final EIS.

A4-4

The additional abandonment location is summarized in section 2.1 of the EIS and has been incorporated into our assessment of the proposed facilities in the final EIS.

A4 – Algonquin Gas Transmission, LLC (cont'd)

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A4-4 (cont'd)	<p>depict the location of the 26-inch diameter pipeline abandonment section. Approximately 1,003 feet of 26-inch diameter pipeline will be abandoned in place.</p>
<p>1.1.4 Workspace Reduction/Addition, Cortlandt, NY (MP 6.6)</p>	
A4-5	<p>Algonquin reduced the proposed construction workspace on the north side of the existing ROW by 0.13 acres to avoid a residential home at MP 6.6. In order to facilitate equipment access to change the working side of the construction area to the south, Algonquin is proposing to add an additional 0.22 acres of temporary workspace (0.16 forest/woodland, 0.06 residential) on the south side of the existing ROW, opposite the residential home. The additional workspace impact (0.09 acres) will occur in forest/woodland land use. The modified workspace is depicted on Alignment Sheet S7-A-2129 in Appendix C.</p> <p>Since the proposed workspace modifications were made to avoid residential impacts and facilitate safe construction of the proposed pipeline, Algonquin is requesting that they be incorporated into the proposed route.</p>
<p>1.1.5 Workspace Addition, Cortlandt, NY (MP 8.12)</p>	
A4-6	<p>Algonquin is proposing to add an additional 0.22 acres of temporary workspace on the south side of the existing ROW, to provide access from TAR 7.6 to the construction ROW and to provide additional area for construction crew parking, and to maintain access to a parking area associated with a residence/home business adjacent to work area. The additional workspace will result in an additional 0.22 acres of impact. 0.05 acres consist of forest/woodland land use and other remaining 0.17 acres consist of industrial (Montrose Station Road shoulder) land use. The modified workspace is depicted on Alignment Sheet S7-A-2135 in Appendix C.</p> <p>Since the proposed workspace modifications were made to facilitate access to the ROW and provide parking for construction crews, Algonquin is requesting that this additional workspace be incorporated into the proposed route.</p>
<p>1.1.6 Workspace Addition Cortlandt, NY (MP 10.43)</p>	
A4-7	<p>Algonquin is proposing to add an additional 0.15 acres of temporary workspace, along the north edge of the previously-depicted workspace, to provide sufficient space to safely dismantle an existing deck structure associated with the Cortlandt Farm Market due to its poor condition and likely safety hazard during construction activities. The deck structure will be replaced after pipeline installation activities are complete. The additional workspace will result in an additional 0.15 acres of impact within industrial land (parking lot). The modified workspace is depicted on Alignment Sheet S7-A-2144 in Appendix C.</p> <p>Since the proposed workspace modifications were made to facilitate safe construction of the proposed pipeline, Algonquin is requesting that this additional workspace be incorporated into the proposed route.</p>
<p>1.1.7 Withdrawal of Yorktown Pipe and Contractor Ware Yard</p>	
A4-8	<p>Algonquin is no longer proposing to utilize a pipe and contract ware yard at the Granite Knolls West Park in the Town of Yorktown. Table 4.8.1-1 from the DEIS (in Appendix A) has been updated to reflect the removal of this yard.</p>
<p>Supplemental Information, September 29, 2014 5 ADM Project</p>	

- A4-5 This workspace adjustment is summarized in section 3.5 of the EIS and has been incorporated into our assessment of the proposed facilities in the final EIS.
- A4-6 This workspace adjustment is summarized in section 3.5 of the EIS and has been incorporated into our assessment of the proposed facilities in the final EIS.
- A4-7 This workspace adjustment is summarized in section 3.5 of the EIS and has been incorporated into our assessment of the proposed facilities in the final EIS.
- A4-8 The EIS has been revised to reflect the withdrawal of the pipe and contractor ware yard at the Granite Knolls West Park in the Town of Yorktown.

A4 – Algonquin Gas Transmission, LLC (cont'd)

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A4-9 **Southeast to MILV-19 Take-up & Relay**

1.1.8 Temporary Workspace Adjustment, Danbury, CT (MP 2.7)

At the request of the U.S. Army Corps of Engineers and Connecticut Department of Energy and Environmental Protection, Algonquin is proposing to reduce the workspace at approximately MP 2.7 to avoid an identified vernal pool (A13-SELR-VP4). Specifically, Algonquin is proposing to reduce the temporary construction workspace by approximately 0.025 acres consisting of forest/woodland land use. The location of the workspace reduction is depicted on Alignment Sheet SQ-A-2013 in Appendix C.

Line-36A Loop Extension

A4-10 **1.1.9 Route Adjustment, Cromwell, CT (MP 0.79 to MP 0.92)**

As a result of site visits with the U.S. Army Corps of Engineers on June 18, 2014 and June 19, 2014, Algonquin is proposing a pipeline and workspace shift from MP 0.79 to MP 0.92 to minimize direct workspace impacts to the main channel of Dividend Brook in Cromwell, CT. The location of the route adjustment and workspace shift is depicted on Alignment Sheet CJ-A-2004 in Appendix C.

The previous workspace layout adjacent and parallel to the southern bank of Dividend Brook would be relocated approximately 60 feet to the south to eliminate in-stream construction and workspace impact to Dividend Brook. Although, this proposed modification will result in a total increase in overall workspace by 0.13 acres, the modification will completely avoid direct in-stream impacts to the main channel of Dividend Brook. The modification will result in a minor (0.14 acres) increase in temporary wetland impacts, the majority of which are confined to the existing ROW.

A comparison of environmental impacts between the filed route and the proposed route adjustment is provided in Table 1.1.9-1.

Environmental Factor	Unit	New Route	Corresponding Segment of the Filed Route
Length	Mile(s)	0.13	0.13
Land Affected Temporarily During Construction	Acre(s)	1.80 TWS	1.47 TWS
New Land Affected Permanently For O&M	Acre(s)	0.60	0.51
Land Use	Type	0.91 Forest/Woodland 0.69 Open Land	0.86 Forest/Woodland 0.61 Open Land
Residences within 50 feet	Number	0	0
Waterbodies Crossed	Number	4	5
Wetlands Affected	Acre(s)	1.22 0.65 Forested 0.57 Scrub shrub/emergent	1.08 0.58 Forested 0.5 Scrub shrub/emergent

NOTES:
TWS = Temporary Workspace.

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A4-9

This workspace adjustment is summarized in section 3.5 of the EIS and has been incorporated into our assessment of the proposed facilities in the final EIS.

A4-10

Section 3.5 of the EIS has been revised to include an evaluation of this route variation and it has been incorporated into our overall assessment of the proposed facilities in the final EIS.

A4 – Algonquin Gas Transmission, LLC (cont'd)

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A4-10
(cont'd) Because of these advantages and because the route adjustment was required by the U.S. Army Corps of Engineers, Algonquin is requesting that the route adjustment and workspace shift be incorporated into the proposed route.

1.1.10 Route Adjustment, Cromwell, CT (MP 1.28 to MP 1.39)

A4-11 As a result of site visits with the U.S. Army Corps of Engineers on June 18, 2014 and June 19, 2014, Algonquin is proposing a pipeline and workspace shift from MP 1.28 to MP 1.39 to avoid multiple crossings of Dividend Brook in Cromwell, CT and in response to a landowner request. The location of the route adjustment and workspace shift is depicted on Alignment Sheet CJ-A-2006 in Appendix C.

The proposed pipeline and corresponding workspace would be relocated approximately 60 feet to the south to eliminate in-stream construction and workspace impacts resulting from four separate crossings of Dividend Brook. The alignment shift and corresponding workspace shift also eliminates workspace impact to a residence located north of Dividend Brook. Although, this proposed modification will result in a total increase in overall workspace by 0.51 acres, the modification will avoid impacts to Dividend Brook. The modification will result in a (0.35 acres) increase in temporary wetland impacts, the majority of which are confined to the existing ROW.

As noted, the advantage of this route adjustment and workspace shift is that they avoid multiple crossings of Dividend Brook. A comparison of environmental impacts between the filed route and the proposed route adjustment is provided in Table 1.1.10-1.

Environmental Factor	Unit	New Route	Corresponding Segment of the Filed Route
Length	Mile(s)	0.11	0.11
Land Affected Temporarily During Construction	Acre(s)	1.77 TWS	1.26 TWS
New Land Affected Permanently For O&M	Acre(s)	0.22	0.44
Land Use	Type	0.79 Forest/Woodland 0.35 Open Land 0.63 Residential	0.39 Forest/Woodland 0.16 Open Land 0.71 Residential
Residences within 50 feet	Number	0	0
Waterbodies Crossed ^{1a}	Number	0	1
Wetlands Affected	Acre(s)	<u>0.88</u> 0.18 Forested 0.70 scrub shrub/emergent	<u>0.62</u> 0.04 Forested 0.49 scrub shrub/emergent
NOTES: TWS = Temporary Workspace.			


Because of these advantages and because the route adjustment was required by the U.S. Army Corps of Engineers, Algonquin is requesting that the route adjustment and workspace shift be incorporated into the proposed route.

A4-11

Section 3.5 of the EIS has been revised to include an evaluation of this route variation and it has been incorporated into our overall assessment of the proposed facilities in the final EIS.

A4 – Algonquin Gas Transmission, LLC (cont'd)

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A4-12

E-1 System Lateral Take-up & Relay

1.1.11 Route Adjustment, Lebanon, CT (MP 2.68 to MP 2.83)

As a result of site visits with the U.S. Army Corps of Engineers on June 18, 2014 and June 19, 2014, Algonquin is proposing a workspace shift from MP 2.68 to MP 2.83 to minimize direct workspace impacts to the main channel of Susquehanna Brook in Lebanon, CT. The location of the workspace shift is depicted on Alignment Sheet CJ-A-2112 in Appendix C.

The previous workspace, located within and adjacent to the southern bank of Susquehanna Brook, would be reduced from 50 feet to 25 feet north of the proposed alignment to eliminate direct workspace impact to Susquehanna Brook. The workspace would be expanded from 25 feet to 50 feet to the south of the ROW to offset the workspace reduction on the north side. An additional 25-foot by 200-foot workspace located in an upland area was added to facilitate construction activities through Wetland A13-ELR-W6.

Although, this proposed modification will result in a total increase in overall workspace by 0.12 acres, the modification will avoid impacts to Susquehanna Brook. In addition to avoiding Susquehanna Brook, the modification will also result in a 0.12 acre decrease in overall temporary wetland impacts, including a reduction in forested wetland impacts (0.3 acres). A comparison of environmental impacts between the filed route and the proposed route adjustment is provided in Table 1.1.11-1.

TABLE 1.1.11-1 Comparison of New Route to the Corresponding Segment of the Filed Route (Route Adjustment, MP 2.68 – MP 2.83)			
Environmental Factor	Unit	New Route	Corresponding Segment of the Filed Route
Length	Mile(s)	0.15	0.15
Land Affected Temporarily During Construction	Acre(s)	1.39 TWS	1.27 TWS
New Land Affected Permanently For O&M	Acre(s)	0	0
Land Use	Type	0.29 Forest/Woodland 1.10 Open Land	0.44 Forest/Woodland 0.83 Open Land
Residences within 50 feet	Number	0	0
Waterbodies Crossed	Number	0	0
Wetlands Affected	Acre(s)	0.94 0.13 Forested 0.81 Scrub shrub/emergent	1.09 0.43 Forested 0.63 Scrub shrub/emergent

NOTES:
TWS = Temporary Workspace.

Because of these advantages and because the route adjustment was required by the U.S. Army Corps of Engineers, Algonquin is requesting that the route adjustment and workspace shift be incorporated into the proposed route.

A4-13

1.1.12 Temporary Workspace Adjustment, Franklin, CT (MP 6.9)

At the request of the U.S. Army Corps of Engineers, Algonquin is proposing to reduce the workspace at approximately MP 6.9 to avoid Wetland A13-ELR-W13 that contains an identified vernal pool (A13-ELR-

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A4-12

Section 3.5 of the EIS has been revised to include an evaluation of this route variation and it has been incorporated into our overall assessment of the proposed facilities in the final EIS.

A4-13

This workspace adjustment is summarized in section 3.5 of the EIS and has been incorporated into our assessment of the proposed facilities in the final EIS.

A-77

Applicant

A4 – Algonquin Gas Transmission, LLC (cont'd)

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SpectraEnergy
Partners

A4-13 (cont'd) VP13). Algonquin would reduce the temporary construction workspace by approximately 0.03 acres consisting of forest/woodland land use. The location of the workspace reduction is depicted on Alignment Sheet CJ-A-2131 in Appendix C.

1.1.13 Temporary Workspace Adjustment, Franklin, CT (MP 7.1)

A4-14 At the request of the U.S. Army Corps of Engineers, Algonquin is proposing to reduce the workspace at approximately MP 7.1 to avoid Wetland B13-ELR-W23. Algonquin reduced the extent of the proposed temporary construction workspace by approximately 0.02 acres consisting of forest/woodland land use. The location of the workspace reduction is depicted on Alignment Sheet CJ-A-2132 in Appendix C.

1.1.14 Route Adjustment, Norwich, CT (MP 8.50 to MP 8.57)

A4-15 As part of the roadway improvements to Wisconsin Avenue, two large box culverts (approximately seven feet square) were installed to route Elisha Brook under the improved roadway. The existing, parallel, and adjacent 10-inch diameter pipeline is routed to the south, avoiding the culverts, providing adequate separation to locate the proposed 16-inch diameter pipe between the openings of the culverts and the existing pipeline. The proposed pipeline alignment revision provides suitable terrain and minimizes disturbance to the stream bed due to a shallower pipeline trench depth and suitable locations for equipment to execute a dam-and-pump dry crossing technique. The location of the workspace reduction is depicted on Alignment Sheet CJ-A-2138 in Appendix C. A comparison of environmental impacts between the filed route and the proposed route adjustment is provided in Table 1.1.14-1.

Environmental Factor	Unit	New Route	Corresponding Segment of the Filed Route
Length	MI(e)s	0.07	0.06
Land Affected Temporarily During Construction	Acre(s)	1.13 TWS	1.05 TWS
New Land Affected Permanently For O&M	Acre(s)	0	0
Land Use	Type	0.46 Forest/Woodland 0.43 Open Land 0.24 Industrial/Commercial	0.44 Forest/Woodland 0.37 Open Land 0.24 Industrial/Commercial
Residences within 50 feet	Number	0	0
Waterbodies Crossed ^{1a}	Number	1	1
Wetlands Affected	Acre(s)	0	0

NOTES:
TWS = Temporary Workspace.

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A4-14

This workspace adjustment is summarized in section 3.5 of the EIS and has been incorporated into our assessment of the proposed facilities in the final EIS.

A4-15

Section 3.5 of the EIS has been revised to include an evaluation of this route variation and it has been incorporated into our overall assessment of the proposed facilities in the final EIS.

A4 – Algonquin Gas Transmission, LLC (cont'd)

The attachments to this letter are too voluminous to include in this EIS. They are available for viewing on the FERC website at <http://www.ferc.gov>. Using the "eLibrary" link, select "General Search" from the eLibrary menu, enter the selected date range and "Docket No." excluding the last three digits (i.e., CP14-96-000), and follow the instructions. For assistance please contact FERC Online Support at FERCOnlineSupport@ferc.gov or toll free at 1-866-208-3676, or for TTY, contact 202-502-8659. The Category/Accession number for this submittal is 20140929-5299.